THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

February 17th—23rd, 1983
Volume 10, Number 7

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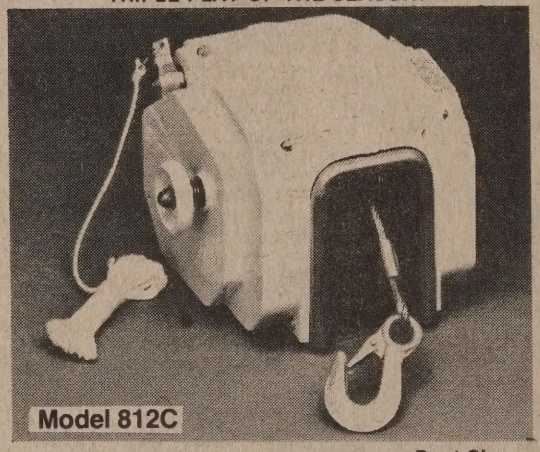

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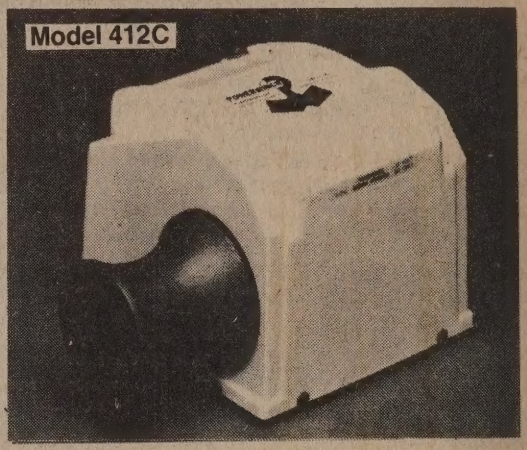

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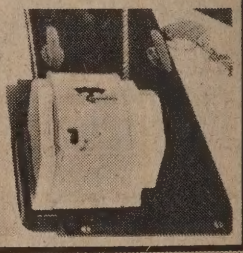

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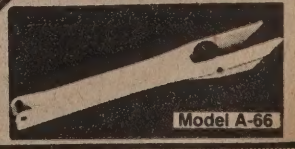

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—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

Volume 18, Number 7 February 17th, 1983

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The latest in fishing machines will be displayed by local dealers at the Long Island Boat Show. You can do your looking in the warmth of Nassau Coliseum between February 19th and 27th.

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Pass It On...

ICCAT INCREASES TUNA QUOTA TO 2610 MT

On the basis of a strongly presented Japanese scientific paper attacking flaws in the U.S. presentation to last year's meeting, the International Convention for the Conservation of Atlantic Tunas (ICCAT) raised the quota for bluefin tunas in the Western Atlantic from 1160 to 2610 metric tons. The U.S. share will increase from 695 to 1337 metric tons. The U.S. delegation recommended that the moratorium adopted by ICCAT '81 be continued. When it became evident that this position had little support among other member nations, however, the U.S. entered into negotiations with Japan and Canada with a view to getting the smallest acceptable increase in the total quota.

Turning the tide for the Japanese was an aggressively presented scientific paper attacking assumptions incorporated in the paper prepared under the supervision of NMFS biologist Michael Parrack. The Japanese paper created enough doubt and confusion so that the assembled scientists representing ICCAT's member nations on the Standing Committee for Research and Statistics could not or would not choose between the Japanese and the American positions. Instead they recommended that ICCAT should set a quota somewhere between zero, Parrack's conclusion and 6000 metric tons—the harvestable surplus claimed by the Japanese. Many scientists were quick to acknowledge that the Japanese paper was not without errors and flaws of its own. Neither the U.S. nor the Japanese paper dealth convincingly with the question of the unknowns—how far the breeding stock must be reduced before it can no longer sustain itself through reproduction. In th absence of contrary evidence fishery biologists will take the position that there is no relationship between spawning stock and recruitment (the number of fish that are spawned, hatch out and grow big enough to catch). As a result of this and other unknowns, scientists prefer to be conservative in their recommendations, and a moratorium is not considered a conservative recommendation.

When the scientists bucked the decision to ICCAT's politicians, politics ruled the day. The U.S. delegation quickly turned to the Canadians to try to minimize the damage. Unfortunately, the negotiating position of Canada left little bout that a deal had been struck between Canada and the Japanese and the U.S. would have to settle for the best they could.

Two conservation measures were retrieved from the defeat of the moratorium. ICCAT recommended that no fishing be allowed in known spawning grounds such as the Gulf of Mexico, and it adopted a U.S. suggestion that catches of small fish be limited to 15% of the total catch. Further evidence of a shift in Japanese strategy was provided by their prompt acceptance of these two restrictions. Whatever they are up to, it doesn't involve catching small fish or catching any fish in the Gulf.

"While the tangible results of ICCAT were a setback to those who look to international agreements for resource conservation," Coalition Secretary Chris Weld commented, "some comfort could be found in many off-the-record conversations with both European and Japanese delegations. Some of the Japanese, for example, were willing to admit that they were not completely satisfied with the paper produced by their scientists, and at least one opined that the Americans produced a more credible paper." Moreover, Weld said, there seemed to be a growing acceptance of the idea that rigorous management regulations would be needed soon—not only on bluefins but on fishing for other tuna species also. "For now," Weld concluded, "we can only hope that they will clear the politics off the table before nature serves up an empty plate."

JOHNSON URGES CREATION OF MARINE RESOURCES FUND; BLASTS STATE HEALTH DEPT. ON HANDLING OF CLAM ISSUE

State Senator Owen H. Johnson (R-C, 4th S.D.), Chairman of the Senate Subcommittee on the Long Island Marine District, today renewed his call for a special "marine resources" fund within the state's Conservation Fund and again critized the New York State Health Department for "casting aspersions" on the quality of Long Island's shellfish supply.

Johnson, who on Saturday (January 29) co-sponsored a joint legislative hearing in Hauppauge on New York's shellfish industry, said he was pleased by the extremely large turnout at the session and noted that the testimony presented by the more than 20 speakers was "helpful and informative." The purpose of the hearing, which Senator Johnson said lasted nearly seven hours, was to evaluate the effects of shellfish regulation in New York State and to substantiate the need for additional resources or laws which would provide the state's Department of Environmental Conservation with the revenue to upgrade the program.

"The bulk of the testimony given at the joint legislative hearing echoes my own sentiments that better enforcement to prevent illegal harvest, along with improved food inspection, is definitely needed if the shellfish industry is to remain a viable economic force on Long Island,"

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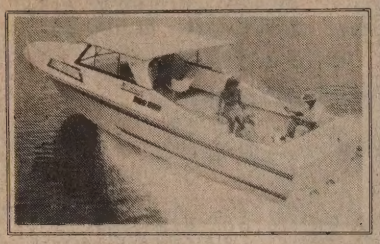

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Senator Johnson commented. "It is imperative that the Department of Environmental Conservation be equipped with the necessary personnel and equipment to prevent the illegal harvest of shellfish from New York's uncertified waters and to prevent the sale of shellfish that have been illegally taken. In this regard, I will press for adequate funding for the Environmental Conservation Department, keeping in mind New York's fiscal constraints, when the 1983-84 state budget is considered by the Legislature."

Johnson also said he is supporting a proposal to earmark, or "sub account," Article 13 funds within the state's Conservation Fund for marine animal and habitat research, protection, management, and enlargement. Since the Long Island Marine District contributes significantly to the Conservation Fund through permit fees, license fees, and collected fines, the lawmaker said he feels that some of the monies should be used for the betterment and protection of the habitat and resources in the Marine District.

Senator Johnson repeated his criticism of the state Health Department's handling of the incidents of raw oyster- and clam-associated gastroenteritis in December, noting that the agency needlessly created a "major scare" by publicly warning against raw clam and raw oyster consumption. Furthermore, he said, the Health Department's news advisories on the subject served to question the integrity of Long Island's raw shellfish products and in effect "cast aspersions on one of Long Island's most important industries by implying that all shellfish from our region was contaminated when, in fact, it was not."

Johnson said he thought that State Health Commission David Axelrod should have handled the situation more delicately, considering the fact that the shellfish industry is a multi-million dollar industry on Long Island. "For years our regional industry has enhanced the economy of the state as a whole. Now, at a time when the industry's name has suffered due to isolated instances of illness, the state should not turn its back on our bayment whose very livelihood depends on shellfish demand."

Johnson also attacked as "irrational and unwarranted" the Health Department's proposal to issue periodic advisories, particularly at holiday times and at mid-summer, against the consumption of raw shellfish. "There is no logical basis for such warnings," Johnson said, "and I have thus placed Health Department officials on notice that if they issue any such advisory without good cause, they will incur the wrath of the State Legislature."

Johnson said that, as a result of the testimony presented at the January 29 hearing, he will introduce a package of bills for consideration during the 1983 legislative session in response to the needs of Long Island's shellfish industry. He will also seek support for his proposals from members of the Senate Conservation and Recreation Committee, the Assembly Environmental Conservation Committee, and the Assembly Subcommittee on Marine Resources, who together with Senator Johnson's subcommittee co-sponsored the joint legislative hearing.

NEW FISHING SERVICE AVAILABLE

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For information or membership, contact: Fishing Buddy Service, P.O. Box 121, Mastic Beach, N.Y. 11951.

WORLD FISHING EXPO "SPORTS" LARGEST TACKLE SECTION EVER

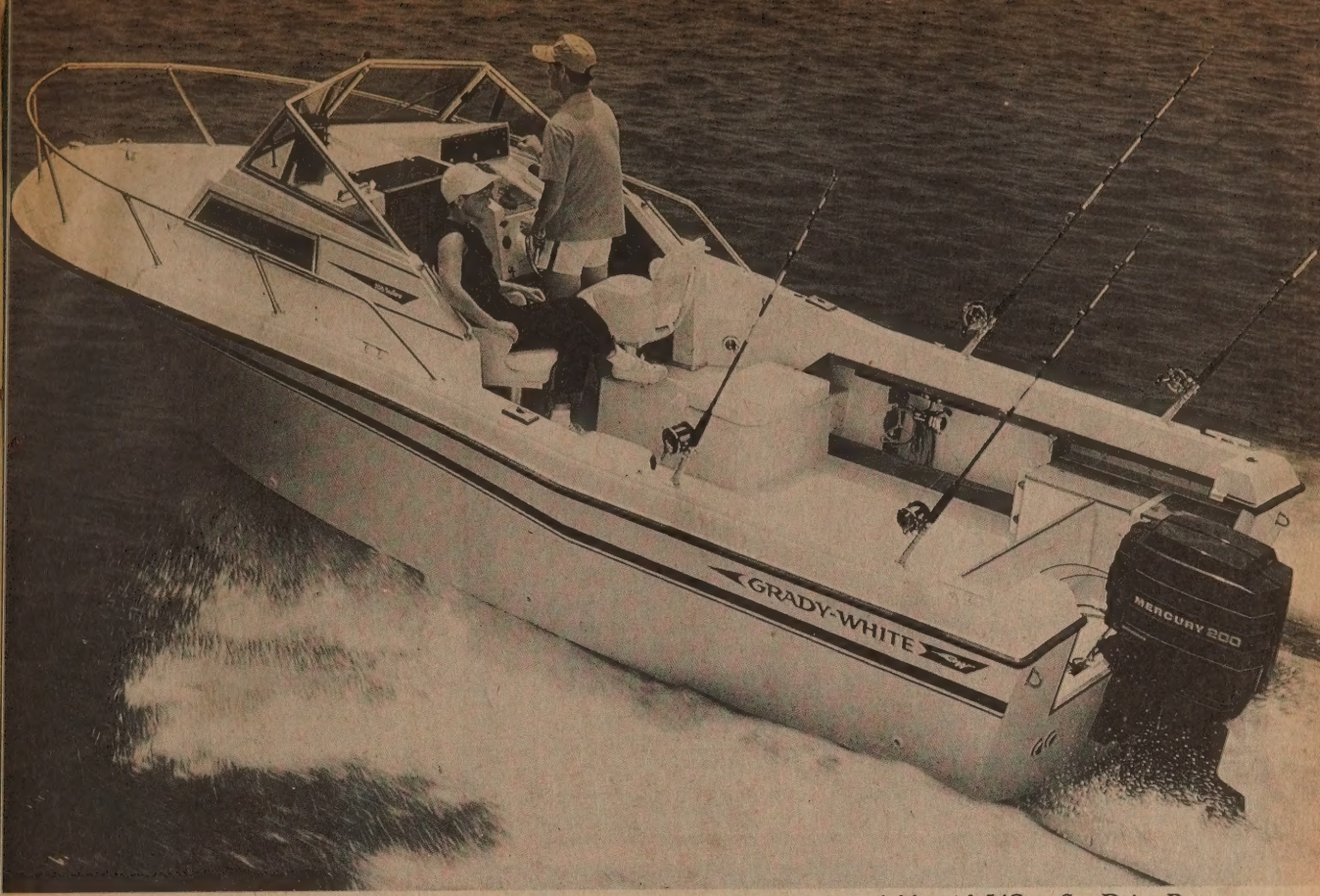
When the Sixth Annual World Fishing and Outdoor Exposition opens at the Rockland Community College Field House in Suffern, New York, March 2nd through 6th, the major "lure" will be the unparalleled lineup of fishing tackle and related equipment.

Over 90 internationally famous manufacturers will be exhibiting their wares including such names as Abu-Garcia, Berkley, Childre, Cordell, Cortland, Daiwa, Eagle Claw, Fenwick, Heddon, Penn, Quick, Scientific Anglers, Shakespeare, Shimano, Stren and many more—too numerous to mention.

That is just the beginning—there are over 325 exhibitors, many of them smaller firms featuring items as diverse as custom built rods (Vince Cummings, Don Phillip and Harry Wilson) and hand-crafted landing nets (Art LeClair) to dozens of terminal tackle manufacturers displaying state-of-the-art fresh and saltwater plugs, spinner baits, soft baits, crank baits and flies.

Also featured are several exhibits of marine electronics, boats, motors, fishing lodges and guides—everything to delight the sportsman, regardless of whether his primary interest is surf fishing off Long Island, trout fishing in the Catskill Mountains or fishing rainbows in the Katmai region of Alaska—it's all there under one roof!

One of the trademarks of the World Fishing and Outdoor Exposition has been an extensive program of clinics, and the 1983 Exposition is no exception. Well-known authorities such as Ernest Schwiebert, Larry Nixon, Cliff Craft and Steve Rajeff and others will be conducting seminars on everything from fresh to saltwater, trout, bass, blues, stripers, big game fish and secret tips on successful casting. There are even two casting areas on



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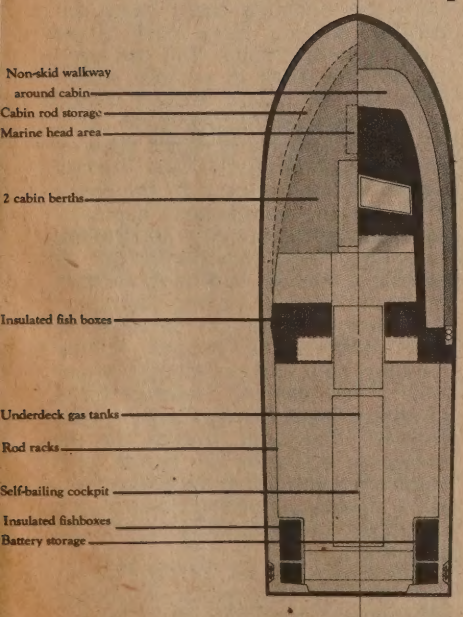

Time: Early morning
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Objective: Get to the fish!

When you're finally off for fishing, a Grady-White walkaround can get you to the fish faster.

And when your lines are out, you have the benefits of Grady-White's years of experience building walkaround cabin boats with 360° fishability and the full protection of a windshield and canvas. There are huge insulated fish boxes, big self-bailing cockpits, rod and tackle storage and a cockpit, cabin and walkaround area that work together for more hook-ups, more fish, and happier days off.

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They are the state-of-the-art in walkaround design... and they can run like the wind.

The state-of-the-art in compact sportfishermen.

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And if you don't know how...we'll show you!

the main show floor where you can try out all the latest rods and reels. Daily attendance at all clinics is included in the price of admission to the whole show—just $4.50 for adults and $1.50 for children!

Impressive displays of marine equipment are also featured, including Lima & Sons, Inc. who will be showing the all new 17' Grady-White for 1983 in addition to Duranautic rowboats, Ruston Marine featuring Starcraft boats and Shephard Marine who will display a fully-equipped Ranger bass boat as well as their Sea-Nymph line.

Berkley's Trilene University will be sponsoring a World Speedcast Competition, which is a test of an angler's casting speed, lure placing accuracy and old-fashioned good judgment. The Speedcast Competition is a friendly, fun-filled yet competitive way for fishermen of any age to demonstrate their prowess. Each daily high-point leader will receive a Berkley super-sensitive 100-Series graphite rod and the high-point champion who attains the highest score will receive an all-expense paid trip to Las Vegas and a chance to compete for the grand prize of $2,500!

Guides, outfitters and lodge owners from Alaska, Quebec, Ontario, New Brunswick, Labrador, Maine, New York, Connecticut, California, Pennsylvania and New Jersey will be on hand with all the information you'll need to plan your next fishing or hunting trip.

Hunting enthusiasts will also find plenty of interest at the 1983 Expo including the latest lines from several major manufacturers, muzzle-loading equipment, and numerous clinics including topics such as Alaskan and African Big Game Hunting (presented by George Klucky). There's even an authentic trapper's cabin being exhibited by the New York State Trappers Association. You can even try out the latest in archery equipment at the indoor archery range which is right on the main show floor!

A highlight of this year's show is the Second Annual Wild Turkey Weekend, co-sponsored by the Exposition and the New Jersey Chapter of the National Wild Turkey Federation. Friday evening's activities include an extensive, exciting seminar presented by Grand National Calling Champion Ben Rodgers Lee. On Saturday at 2PM, there's the Second Annual Eastern Open Turkey Calling Competition. The contest features three divisions: Open, Friction, Junior, with trophies and cash awards in all divisions. As with all clinics and seminars presented at the Exposition, Wild Turkey Weekend events are included in the daily price of admission.

The Sixth Annual World Fishing and Outdoor Exposition is easily accessible: If you live in New Jersey, just take the Garden State Parkway up to the New York Thruway (I-87) and go one exit north (Exit 14B-Airmont Road) and follow the signs to the

When your reputation's on the line, better fish Stren®.

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CENTER CONSOLE
26' Diesel • 24 MPH • 500 Mile Range
31 MPH Top Speed

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Rockland Community College Field House. From Long Island and the East, take the Tappan Zee Bridge and I-87 to Exit 14B. From the North or West, simply take I-87 to Exit 14B. All parking is free!

Weekday show hours have been extended for the benefit of the public. Show hours on Wednesday, Thursday and Friday are from 1:30 to 10 PM, on Saturday from 9:30AM to 9PM and on Sunday from 10:30AM to 7PM.

LOTTERY APPLICATIONS AVAILABLE FOR CAUMSETT PERMITS

EDITOR'S NOTE: Previous news releases gave incorrect application deadline (Feb. 21) and incorrect date for lottery (Feb. 24). CORRECT DATES ARE: Application deadline—March 21; Lottery—March 24.

Applications for 1983 Caumsett State Park Fishing Permits are now available at Caumsett State Park and Long Island State Park and Recreation Commission Headquarters, Belmont Ave., No. Babylon. Applications, which must be submitted not later than the close of business on MONDAY, MARCH 21, 1983, may also be obtained by sending a stamped, self-addressed envelope to: Caumsett Fishing, P.O. Box 247, Babylon, NY 11702.

The Caumsett State Park Fishing Permit allows bona fide sport fishermen (who have fishing equipment, bait and/or lures) to drive to and from the fishing parking area ONLY and are valid from April 1 to December 31, 1983, during hours and days specified by the Park Superintendent only.

A lottery system will be used to issue a total of 450 permits, for which there is an annual fee of $10. The drawing will be held at 2PM on THURSDAY, MARCH 24, 1983, at Long Island State Park and Recreation Commission Headquarters. Applications will be assigned numbers according to the order in which they are drawn, up to 600. (Applicants are invited to attend the drawing). Permits will be issued to the first 450; the next 150 will be placed on a waiting list.

The $10 annual fee IS NOT TO BE submitted with applications. Following the March 24 drawing, all applicants will be notified as to whether or not they are among the 450 to receive a permit (and/or the 150 to be placed on the waiting list). Those 450 successful in the drawing will then be required to submit the $10 fee and will receive their permit by return mail, or may pick up their permit at Long Island State Park and Recreation Commission Headquarters.

Applicants are reminded that ONLY ONE APPLICATION PER PERSON/VEHICLE/HOUSEHOLD will be accepted. Duplications will result in cancellation of ALL applications for person/vehicle/household.

IMPORTANT—1983 Fishing Permits WILL NOT be issued to any individual whose 1982 Sport Fishing, Beach Vehicle and/or Caumsett Fishing Permit was revoked. These persons will not be eligible for Long Island State Park and Recreation Commission fishing permits until 1984.

JOHNSON & TOWERS TO HOLD 1983 MARINE DIESEL CLASSES FOR ENGINE OWNERS

Responding to an increasing demand from new owners of its marine diesel engines, Johnson & Towers, Inc., Mt. Laurel, NJ, is expanding its 1983 series of one-day diesel training classes to be held at a new, larger facility at the General Motor Training Center in nearby Moorestown, NJ, according to Albert G. Harris, Vice President-Marketing for J&T.

The new training facility will permit doubling the size of each J&T class to better accommodate the demand. Among the topics to be covered will be: ABC's of diesel operation; preventative maintenance; emergency repairs, and warranty.

Open to new owners of sport fishing and cruising yachts and work boats powered with J&T marine diesels, these classes have been held during the past five years at the J&T headquarters in Mt. Laurel. Now, depending on the enrollment, they will be held periodically throughout 1983 at the General Motors Training Center at Route 38 and Pleasant Valley Avenue, just five minutes from the J&T plant and less than a half-hour from Philadelphia.

For complete information or to make class reservations, contact: Albert G. Harris, VP-Marketing, Johnson & Towers, Inc., P.O. Box 38, Moorestown, NJ 08057; (609) 234-6990.

FISH IN OUTDOOR MAGAZINE WORTH $50,000

Take a close look at the recent issue of your favorite outdoor magazine. It could be your ticket to a $50,000 prize from ABU-Garcia, a leading manufacturer of fishing tackle.

The company is offering the cash as grand prize in its Garcia "Instant Reward Match and Win Sweepstakes." For your chance at the prizes, just watch for the Garcia Match and Win ads running in January and February issues of major outdoor and general-interest magazines.

The ad features an illustration of an angler hooking a fish. Take the ad to a Garcia dealer, and you'll find a counter card displaying four fish. If the fish in your ad exactly matches one of the fish on the counter card, you're a winner!

Only one fish in one ad will win the $50,000, but other fish will match for 25 second prizes of complete Garcia fishing outfits, 50 third prizes of Garcia Ambassadeur reels, and 100 fourth prizes of Garcia rod and reel combos.

That's not all. A Second Chance Contest will award all prizes remain-

If You're In The Market For:

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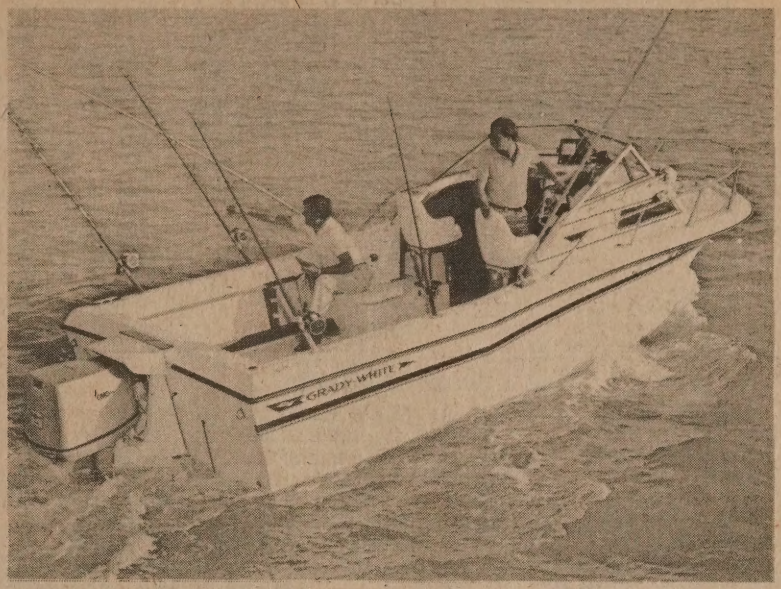
222 Bahama
With OMC
"Sea Drive"



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TOPAZ 29

Construction	Fiberglass
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Beam	10'3" - 3.12M
Draft	2'6" - 0.76M
Displacement (Approx.)	8,100 lbs. - 3700kg
Fuel	240 Gal. - 912 Ltrs.

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SI-TEX HE-32E	$556.00	SMR ST440	$239.95
SI-TEX HE-32F	$469.95	SMR SL400	$329.00
SI-TEX FL-3	$179.95	SMR FX800	$295.00
SI-TEX FL-5	$199.00	SMR SX 3000	$119.00
MECA 415A	$349.00	SMR SX 6000	$119.00

VHF RADIOS & HAILERS

CYBERNET CTX 1200	$175.00	MECA 2482, 24 CH.	$184.95
CYBERNET CTX 5000	$279.00	REGENCY MT 5500	$249.95
CYBERNET CTX 5500	$389.00	STANDARD "LTD."	$185.00
CYBERNET 7800	$425.00	STANDARD "USA"	$240.00
CYBERNET HAILER	$189.00	STANDARD "MAXI"	$289.00
RAY JEFF 314 HAILER	$125.00	STANDARD "INT'L."	$489.00
MECA 1282, 12 CH.	$149.00	STANDARD C75 HAILER	$179.00

SI-TEX 757C $1045.00

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SI-TEX NEW! SI-TEX 787 $599.99
NORTH STAR 7000 $2899.00
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APELCO SPECIALS

CLIPPER 28	$189.00
CLIPPER 62	$236.50
CLIPPER 82	$319.00
TRIDENT HAILER	$120.00
TRIDENT II HAILER	$159.00
RANGER 120	$119.00

DIGITALS

IMPULSE 220i	$229.00	AQUAMETER 530	$209.00
IMPULSE 330i	$199.00	AQUAMETER 540	$145.00
IMPLSE 360i	$299.00	AQUAMETER 550	$255.00
COMPASS DD4	$179.95	SMR SD-100	$159.00

MARINE STEREOS

CYBERNET CMS 3000	$289.00
AMERICAN AUDIO 6000	$139.00
MITSUBISHI W/WOOD GRAIN CABINET	$525.00

VHF HAND-HELD

SMR 9000 with Charger	$259.95
ICOM 2	$299.95
ICOM 12	$249.95
REGENCY MT 5000 with Charger	$259.95
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EXCELLENT SERVICE & FAIR PRICES!

ing from the Match and Win Sweepstakes when the contest closes on May 31, 1983. This includes the $50,000, if it has not been claimed. To enter the Second Chance contest, fill out an official entry form when you visit your Garcia dealer.

The Garcia Match and Win Sweepstakes ad appears in the January issue of Fishing Facts; sthe February issues of Sports Afield, Outdoor Life, Bassmaster, Saltwater Sportsman, Family Weekly and Boys' Life; and the January/February issue of Striper.

Both the Match and Win Sweepstakes and Second Chance Contest are part of Garcia's $1,000,000 Reward Fishing Contest, which you can register for at your Garcia dealer. The contest offers four prizes of $250,000 each for world-record-breaking catches in each of four fish categories: largemouth bass, striped bass, salmon or trout.

BOATING SKILLS COURSE

A Boating Skills and Seamanship course will be given by the U.S. Coast Guard Auxiliary, Flotilla 1-1, starting on February 22, 1983, 7:30PM at the Babylon High School. For more information, call: (516) 661-3825.

TOXIC CONTAMINATION REMAINS A KEY FACTOR IN HUDSON FISHING

Continuing evidence of toxic contamination in Hudson River striped bass was jointly announced today by Environmental Conservation Commissioner Robert Flacke and Health Commissioner David Axelrod.

Commissioner Flacke said he regrets that "continued contamination prohibits reopening of the striped bass commercial fishery, which has been closed since 1976."

Dr. Axelrod also announced revised—more conservative—guidelines for public consumption of striped bass taken from the Hudson River.

"While PCB (polychlorinated biphenyl) levels have declined since 1976, PCB concentrations in fish taken in the spring of this year still exceed the current U.S. Food and Drug Administration temporary tolerance of 5.0 ppm (parts per million)," Commissioner Flacke said. "The 152 legal-size fish had an average PCB content of 5.6 ppm, ranging from .053 ppm to 38 ppm. Nearly one-third (31%) of the samples exceeded the FDA tolerance level."

Dr. Axelrod noted the PCB tests and added that new evidence of dioxin in striped bass requires us to caution the public again about eating fish from the hudson River, and to underline our concern by recommending that individuals eat no more than one striped bass meal per month," Dr. Axelrod said. "That is similar to the advisory we issued last year for Lake Ontario sport fish containing dioxin," the Commissioner added.

Pregnant women, nursing mothers,

The Winners Fish Trilene®

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When the top money is on the line, Trilene is the line the top pros fish!

Once again Trilene fishermen won more money, caught more fish and placed higher in major tournaments than any other premium monofilament. Look at fishermen like Larry Nixon, who switched to Trilene in January '82 and wished he had switched much sooner after crediting that move for his phenominal year, climaxed by winning the coveted "B.A.S.S. Angler of the Year" award . . . or Paul Elias, who fished Trilene so successfully in preliminary tournaments that he earned a berth at the Bass Master Classic and walked off with the top prize of $40,000.00 at that prestigious tournament.

Isn't it time that you followed the Winners by switching to Trilene . . . Berkley Trilene, America's extra strong premium monofilament fishing line!

Berkley®

Berkley and Company, Trilene Drive, Spirit Lake, Iowa 51360

women of child-bearing age, and young children have previously been advised—in the New York State Fishing Guide—not to eat any fish with elevated levels of contaminants such as PCBs or mercury. These persons at "special risk" should not eat any fish from the Hudson River, Dr. Axelrod said.

To limit contaminant intake, all fish should be prepared according to guidelines previously published by the Department of Environmental Conservation. Trimming the skin and fatty tissue will help reduce contaminant levels.

These latest laboratory findings are the result of a continuing cooperative study of New York State fish by the two departments. Because of PCB contamination, the commercial fishery ban was first imposed in 1976.

This is the first year the state has tested Hudson River fish for dioxin. The findings confirm results of a limited sampling of fish last year.

This year fish were collected at several points by the Department of Environmental Conservation and analyzed by the Health Department. Nine of ten fish taken at Poughkeepsie and Montrose Point showed dioxin levels ranging from 9 ppt (parts per trillion) to 33 ppt. The tenth fish showed no dioxin. The average level was 19 ppt.

Two fish were also tested for, and found to contain, a chlorinated dibenzofuran (2, 3, 7, 8—TCDF). That compound is similar to dioxin (2,3,7-8—TCDD), although it is approximately three times less toxic in tests on laboratory animals. The chlorinated dibenzofuran can be formed when PCBs are heated or partially destroyed by burning.

Dioxin is a by-product of the chemical manufacturing process of 2,4,5-T, an herbicide, and is also produced by the incineration of chlorinated chemicals such as plastics. It is found throughout the world in fly ash and flue gases produced by incineration processes.

Announcing the Lake Ontario sport fish guidelines in August, 1981, Dr. Axelrod said the similar detection of dioxin at low levels appeared to be "a function of recent major advances in our analytic capability." He also stressed, however, "the need for extreme caution in dealing with a compound of the known toxicity of dioxin and the high degree of likelihood of the occurrence of this compound in association with other toxic materials."

All guidelines for consumption of fish contaminated with dioxin are based on extrapolations from animal data. The New York State guideline advises the public that unlimited consumption of fish contaminated by more than 10 ppt poses a health risk. The Canadian risk guideline is 20 ppt. The United States FDA recommends no consumption above 50 ppt, one meal per week between 25 ppt and 50 ppt, and unlimited consumption below 25 ppt.

Commissioner Flacke said his department will again monitor PCB and dioxin levels in striped bass in 1983. Studies to identify the dioxin source are being designed.

13TH ANNUAL ICE FISHING TOURNEY AT ELDRED PRESERVE

The 13th Annual Ice Fishing Tournament will be held for four weeks during February at Eldred Preserve Trout Fishing Resort here on Rt. 55, between Barryville and White Lake in the Catskills. There is no admission fee or entry charge to the trout ponds during the tournament, but there is a per-pound charge for fish caught. It is open to the general public.

The weekly contests will end on Saturdays, with gift certificates awarded weekly to the anglers who catch the largest pair of any trout species by weight. In the event of ties, the combined length of the pair will be the deciding factor.

A weekend for two at Eldred's modern motel will be the tournament's grand prize to the overall winner. The tournament will be held the weeks of Feb. 1-5, 6-12, 13-19, and 20-26.

Eldred's motel and three ponds are open daily, 7 days a week. Staff members at the Preserve will bore holes in the ice for anglers and fishing gear and tip-ups are available at the

Open Sunday

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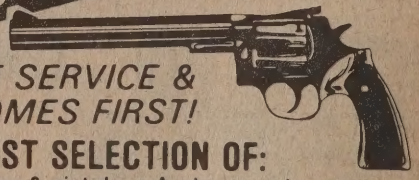

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tackle shop on the premises.

The resort's tackle shop and Brookside Terrace Coffee Shop will also be open daily. During February Eldred's famous restaurant will only be open Friday and Saturday from 5 to 10 PM and on Sundays from 4 to 9 PM. The cocktail lounge will be open Wednesdays and Thursdays from 5PM and will serve light snacks and sandwiches. Bar hours Friday, Saturday and Sundays will be the same as the restaurant.

As an added inducement to fishermen who also like to go cross country skiing and snowmobiling, special weekend packages are being offered to guests who bring their own equipment to traverse the hundreds of acres and miles of trails at Eldred. The 2-night, 3-day package is only $60 per person, double occupancy, and that includes two dinners, two breakfasts and one free cocktail in the Fireplace Lounge in the rustic restaurant. Reservations may be made by calling (914) 557-8316.

AN INVITATION TO LISTEN

Outcast Anglers invites the general public to hear Frank De Gaetano (Eastern Reel—Seaford) speak at their informational meeting on Wednesday, February 23rd at 8:30PM, Community Room, Newbridge Park, Bellmore. Frank will discuss innovations, techniques, and pertinent details concerning bass and codfish angling.

For more information call: 679-9021 or 785-7567.

NEPTUNE POWER SQUADRON'S FREE BOATING COURSE

Commander James Sileo, AP, of Huntington's Neptune Power Squadron, a unit of the U.S. Power Squadrons, has announced the Spring boating course schedule. Registration is at 8PM, Wednesday, February 23rd, at Walt Whitman High School, West Hills Road, Huntington Sta. and at 8PM, Tuesday, March 1st, at Northport High School, Elwood Road, Northport. Classes will begin on the same night as reg istration. There will be a nomimal fee of $11 for course material. Late registration will also be accepted before class the following week. The same course will be offered at both schools. Students between the ages of 10 to 15 may also register for a special "Young Boaters" course to be held at each school on the same nights as the Basic Boating Course. Additional information can be obtained by calling 427-4622 or 421-0774. During the two hour class sessions students will receive instruction in all the major categories of safe boat handling including: Course Plotting, Aids to Navigation, Chart Reading, Piloting, Safety Afloat, Government Regulations, Rules of the Road, and many more. The last session of the course is reserved for a final examination. The students will have homework which should take from 30 minutes to an hour and the arithmetic needed for

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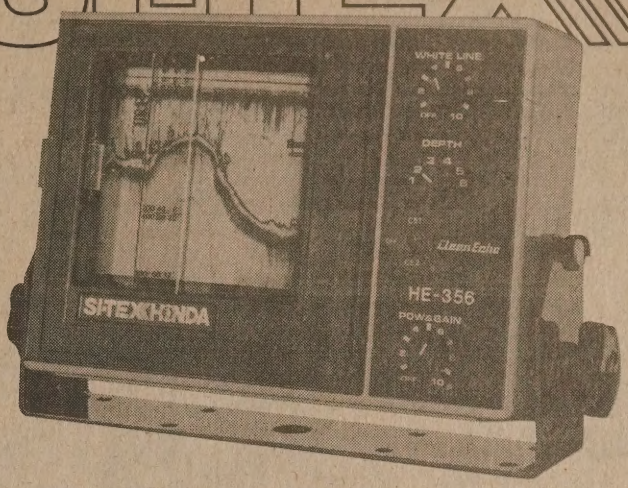

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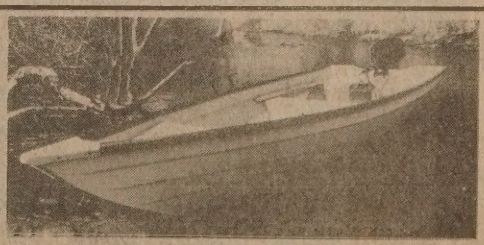

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Call John Herson (265-6617) or Mel Lippman (698-0296) for further information.

1983 IGFA RULE BOOK NOW AVAILABLE

The International Game Fish Association has announced publication of **The 1983 Rule Book for Freshwater, Saltwater, and Fly Fishing.**

This 16-page publication includes the official "International Angling Rules" with equipment and angling regulations, and IGFA "World Record Requirements," including record categories, eligible species, weighing requirements and instructions for preparing a record claim.

Other items included in The Rule Book are:

1. Rules for the Eighth Annual IGFA Fishing Contest, which includes freshwater and saltwater game fiksh catches made on or after September 1, 1982, and ends with all entries received by IGFA as of November 30, 1983.

2. Requirements and awards for IGFA's newly established 5-1, 10-1, 15-1, and 20-1 clubs.

3. The official IGFA World Record & Fishing Contest Application form, which can also be used to apply for the new club categories.

4. IGFA membership information and application form.

To obtain this handy guide to IGFA rules and programs, send $1 U.S. for postage and handling to: International Game Fish Association, Dept. RB83, 3000 East Las Olas Blvd., Fort Lauderdale, FL 33316-9987.

SALTY FLYRODDERS ELECT '83 SLATE

"Salty" Flyrodders of New York Inc. have moved their club headquarters closer to Nassau/New York border. Meetings are now at Workman Circle Bld., 61-11 220 St., Oaland Gardens. The first monday of every month at 8PM. Further information, call Don Avondolio, 368-1155.

Officers for 1983 are as follows: President—Dennis O'Brien; Vice-Pres.—Jim DiGregorio; Treas.—Vince Posillico; Record. Sec.—Rino Bragelli; Corres. Sec.—Brian Lavender; Directors—Dom DeSalvo and Rich Berlin; P. Relations—Don Avondolio; Membership—Steve Brozyna.

HIGHLY RATED "OUTDOOR LIFE" TO LAUNCH '83 TV SERIES

Outdoor Life, the nationally televised high-adventure outdoor action series, aglow with highest '82 ratings for sports-oriented shows, embarks on what promises to be a smash '83 season. This most popular outdoor series will air weekends on WOR-TV, channel 9. Check your TV listings for time and day. Landmark Productions' writer-director team of Pat Smith and Larry Prockter bring a lineup of top celebrity names in the entertainment, movie, TV and sports worlds (all of whom are expert at their favorite hobbies of hunting and fishing) into the series. The opening segment portrays movie/TV star William Conrad, series host, and wife Tippy off the Yucatan Peninsula stalking the Atlantic sailfish. The second segment excels a week later in magnificent color when PGA star Tom Weiskopf and wife Jeanne track and eventually bag a trophy pronghorn antelope—the fastest animal on those Western plains. The third action-packed segment captures All-Pro lineman Mark Gastineau (N.Y. Jets) tackling the powerful redfish off Florida's Keys.

Dynamic weekly outdoor episodes running through July focus on celebrities like Buck Taylor (Gunsmoke) and son, Adam, as they prepare to battle billfish off the Baja Peninsula (Cabo San Lucas), stalking the Pacific's most spectacular aerialist—the striped marlin. The fly fishing team of country & western's Jimmy Dean and Outdoor Life Magazine's Lefty Kreh are picked up by the cameras angling for salmon on the breath-taking Pere Marquette River in Michigan.

The fifth installment depicts former NLF great Dick Butkus and son Ricky, monster marlin fishing off Walker Cay. Pianist Peter Duchin and author/artist Dave Whitlock trade expert casting techniques on Arkansas' White River fly fishing for rainbow trout. Joel Youngblood, major league star, performs in an exciting segment on legendary Lake Okeechobee shotgunning for ducks. And the anatomy of a professional bass fisherman is exposed when "Outdoor Life" cameras examine the career of pro angler Rick Clunn, who earns over $100,000 per year catching tournament bass. Also featured is race car driver Bobby Allison who fishes with Clunn near LaGrange, Texas.

Outdoor Life Magazine editors, Claire Conley, Jim Carmichael, Jerry Gibbs, Lefty Kreh and others make major contributions to the series through appearances and consulta-

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tion, the producers stated.

They added that the show is dedicated to bringing to America's hard-core fishing/hunting enthusiasts the feeling of being in the thick of their favorite sport. "It is being proved, with the success of the shows so far, that we are on target," they added.

BLUE WATER ANGLERS MEMBERSHIP DRIVE

The Blue Water Anglers of Freeport will be accepting membership applications during February and March. This is one of Long Island's newest co-ed clubs. Those interested should contact Larry Izzo at Mako Marina, Freeport at (516) 378-7331. The Club would like to announce the appointment of their '83 Steering Committee: Dick Belger, Larry Izzo and Steve Ross; Treasurer Debbie Greco; Fishing Committee Ron Greco and Glen Rippo.

SQUADRON ANGLERS ANNOUNCES NEW OFFICERS

The Squadron Anglers wish to announce the election of new officers for the year 1983 as follows:

Mike Beitchman—President; Skip Schaeffer—Vice Pres.; Lou Colon—Vice Pres. Tournaments; Al Ratner—Treasurer; and Ed Hanley—Secretary.

Interested anglers are cordially invited to our next general membership meeting to be held the third Monday of the month at the SeaCrest Restaurant, corner of Sunrise Highway and Ocean Avenue, Massapequa at 8:30 p.m. Prior to the meeting, prospective members can contact Bill Fisher at 826-4998.

'83 EDITION OF GUIDE TO SALTWATER FISHING IN N.Y. AVAILABLE

The best book ever written about how to fish in New York's marine waters has been made even better by the addition of three new chapters that cover knots, crabbing and saltwater access. Of course, I'm talking about Nick Karas' 1983 edition of the "Guide to Saltwater Fishing in New York Waters."

Almost a third of the book has been changed. Two more fishing maps have been added and the lists of charter and party boat skippers has been expanded. The lists of boat launching ramps, boat liveries and bait and tackle dealers is as complete and up-to-date as possible. In addition, you'll find the tide and lunar charts have been updated for 1983. And, the price is still a low $5.59...little more than a six-pack of good beer.

By now, the book should be in most bait and tackle shops but if you can't find it, simply send $7.14, made payable to Karmapco, that covers the cost of the book, postage, handling and taxes (New Jersey and Conn. residents need send but $6.71) to: KARMAPCO, P.O. Box 194, St. James, NY 11780 and include your name and address.

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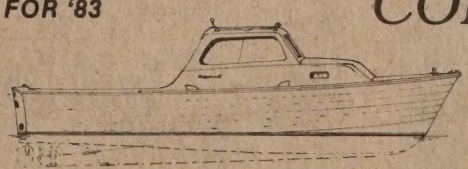
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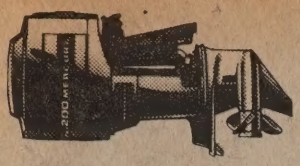

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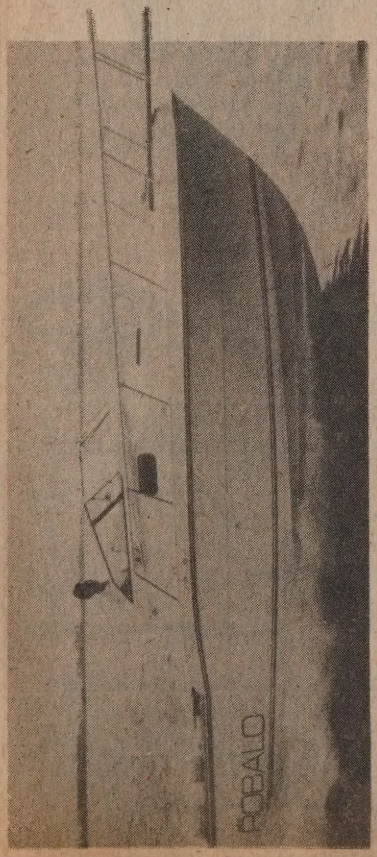

EDITORIAL

CLARIFICATION OF OUR POSITION ON STRIPED BASS MANAGEMENT

Judging from your recent letters and phone calls, it has become obvious to us that many of you have read the text of our testimony at Senator Johnson's public hearing and are confused about our position on striped bass management.

You may recall that it was explained in our remarks that we decided to avoid the presentation of data about the striped bass problem in order to concentrate on urging everyone concerned about striped bass to rally in support of the passage of legislation that could finally get New York State into the striped bass management business. We took this approach because we were aware that Fred Schwab (our citizen delegate to the State-Federal Striped Bass project) was present along with Bob Buss and Bob Rance of S.O.S. We had spoken to them before the hearing and we were aware of the basic content of their presentations and understood they would present the data, the history, and the arguments for strong bass management. Redundancy is often a problem at public hearings. Since LIF was one of the first few to present information, we had no desire to steal the thunder from others nor did we want to squander our opportunity. Thus, we decided to make a pitch for unity. After my presentation I was asked some questions about our position. In my response I tried to make it clear that the passage of precedent-setting legislation was a first priority because without ANY legislation there can be no management. Some of you have reached conclusions about those statements that may not be accurate.

Some have suggested that we do not favor a 24 inch limit. We have taken no position on the 24 inch size limit at this time. Would we like to see a 24 inch limit? Sure! Is it a realistic possibility for 1983? We aren't sure. There isn't anything magical about the 24 inch limit; it could just as easily be 26 inches or 22 inches. All of the above choices would save large numbers of striped bass from harvest and thus potentially add to the spawning stock. What we would like to see as implemented management strategies in New York State are probably more extensive than what has been presented by anyone. Philosophically, we'd like to see steps taken that would essentially shut down the harvesting of bass for a few years until the stocks have had a chance to rebound. However, what one would like to do and what may be possible to do are not always one and the same. You make this realization everyday—we all do! Let's say your child is having trouble in school. You and your spouse would like to see your child with a straight "A" average. However, there are many factors that might prevent that wish from becoming reality. The student may not have the intellectual capacity to be a straight "A" student—few people do. The student may be in the middle of a variety of adolescent adjustments that prevent a complete concentration on studies. The student may not wish to work hard enough to become an "A" student. Let's take the last case. The child is bright enough but just lacks the motivation at this time. You could push, push, push. Then you realize that by pushing you are alienating your child and if the situation continues there may be a real danger that the child will leave home. These last outcomes are not acceptable, so you compromise. You ask for some improvement and you try to help as much as possible.

There are many realities of life that we all have to live with. We aren't alone on this planet and, for right or wrong, idealistic approaches seldom get a chance to become reality. Compromise is the usual end result. Fred Schwab has told me many times how complex the state-federal discussions were. He pointed out that it was quickly apparent that the desires of no single interest group could dominate the final recommendations. However, something meaningful had to be done and it is a credit to the various state representatives that they all seemed to have kept that standard in mind in producing the final recommendations. They aren't perfect, but they are a significant step in the right direction. Something to build a future on.

Clearly, the various states along the East Coast are very different. No less so for striped bass. Each state should address the recommendations from the state-federal project in keeping with the eccentricities of that state. The picture in New York is very complex because of diverse traditions, the widespread use of a variety of gear by commercials, the fact that we have a spawning stock in the Hudson, and the fact that most legislators come from upstate. Many have never seen a striped bass much less caught one or eaten one. All of these things and many more must be taken into account if we stand a chance of passing striped bass management legislation in New York State in 1983. Make no mistake about it, time is running out and we cannot afford not to pass such legislation this year.

Thus, our position is to pass something with some significance NOW! Our position is to try and depolarize the recreational fishing community and muster support for the concept of passing such legislation now. As of this writing there are a number of forms of this legislation either already introduced or that will be introduced. This confuses the issue. Many fishermen, legislators, and scientists don't know which bill to support since most have at least some merit that others do not. If this situation continues the legislation may be doomed again. We are urging that all interested parties sit down and compromise. Come up with one piece of legislation that we can all rally behind. Clearly, there can be no such thing as a perfect bill. We should strive for it and try to get as close as we can, but there has never been a perfect bill and there likely never will be. If we hold out for perfection we could still be having this debate in the year 2000.

We are all agreed that we care about the striped bass. Then let's give the bass a break. Let's pass a meaningful management bill, however imperfect, this year. That's a beginning upon which we can build in cooperation with the State-Federal project. Thus, it may be possible to have established a superior striped bass management program by 1990 instead of still arguing about it. Look, if it appears during the spring legislative debates on this issue that a 24 inch limit can be passed, then, of course, we will support it. If it looks like 26 inches can pass, we'll support it—at least on an interim basis. If it looks like the spawning reaches of all rivers can be closed to striped bass harvesting, we'll support that. We want to see striped bass managed. The ultimate goal is to manage the species so well that it can once again flourish as it once did and we will support anything that will do that.

But first things first. We must pass the legislation or there can be no mechanism to implement management. We must pass the legislation or there can be nothing to build upon. We will not support legislation to this end that does nothing, but we are urging support for legislation that will help, that will be a good beginning, that can allow us to move ahead in bass management in a meaningful way. You must lay the foundation before you build the building. What we are urging is that we don't throw the baby away because the diaper is soiled.

We hope this makes our position clear. We hope that you understand that we'll be in there pitching to get the best bill passed that can be passed. No doors are closed and no possibilities discarded. Let's get together for a change. Let's not argue amongst outselves on this one. Our private desires should be matched to the needs of the striped bass. The bass must come first. Maybe we'll have to bite the bullet a bit and put aside our pride. But for God's sake, let's remember the first goal. Protect the striped bass.

We hope we can all agree on this and we hope you'll know that we'll be fighting as always for the most stringent rules possible to save the fish. But we need to remember the main goal. If you disagree, please feel free to send in letters that we'll publish in Chum Lines so that all opinions get a good airing. We also plan to meet with several groups in the near future with an eye towards combining our efforts in a single and most appropriate direction.

William A. Muller

N.P.B.O.A. OPPOSED TO GILLNETTING

NOW HEAR THIS! The National Party Boat Owners Alliance and all of its members stand solidly OPPOSED to gillnetting. We were very surprised to see that little piece on Fred Guardineer's page in the Feb. 3rd issue in which a quote from the New England Fishery Management Council's bulletin was attributed to us.

In our December Newsletter, one of the topics covered was the current status of the proposed bluefish plan. We warned our members that they'd have to be on their toes about the proposed plan—precisely because the New England Council bulletin said that the proposed plan would allow "conventional gillnetting" for blues. And then we went on to quote verbatim what the bulletin had stated. Whatever the definition of "conventional gillnetting" might be, we're dead set against it.

As a matter of act, it was NPBOA that protested the complete lack of attention to the gillnetting problem when the latest Groundfish Plan (cod, haddock) was presented for comment. We alerted our area representatives to get on the anti-gillnetting bandwagon to let the Council know what damage the gillnetting was doing to the fishery. As a result, the New England Council formed an Ad Hoc Committee on gillnetting and has initiated hearings on the matter.

Captain Frank Blount, of Rhode Island, officially represented NPBOA at the first meeting. And, Capt. Blount and myself attended the second gillnet hearing in Danvers, Mass. just this past week. We don't know how long it will take nor just how much will be done to correct the situation, but at least the Council now understands and recognizes the fact that a problem created by the gillnetters does indeed exist.

Sincerely, **Capt. George F. Glas, Executive Director**

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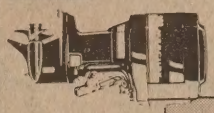
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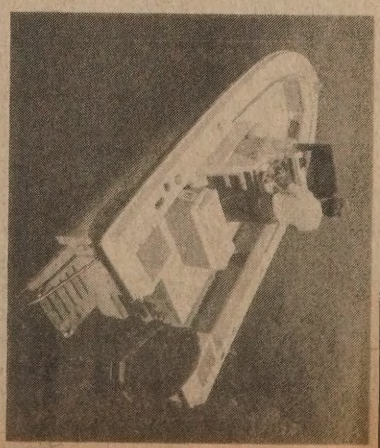

TACKLE DOCTOR:

Marlin and Skipjack as Table Fare?

Q. Two years ago my partner and I switched from inshore fishing to offshore canyon fishing. We are very glad we made the switch and have had some truly great days at the Canyons. I have no problems selling our catches of albacore and tunas, but whenever we caught a marlin we could not sell it to anyone because they all said these fish are tasteless and poor as a food fish.

Our first white marlin was fun to catch, but since we could not sell it, we also don't want to waste it. I did manage to sell a small blue marlin we caught last year to a fish house that specializes in smoking fish. They said it would make for good sales if they smoked it.

What is your opinion? Because of the bad mouthing by other captains on the docks about the edibility of marlin, we have released those few others that we have caught, and we haven't tried any ourselves. Are we missing a good thing? *Walt Rothman.*

A. All billfish are edible, including the marlin, sailfish and especially the swordfish. Black and striped marlin of the Pacific Coast are considered excellent table fare and there is a large market in Japan where they are consumed steaked and cooked, or as raw Sushimi. The Atlantic blue marlin is also of similar quality as the Pacific blue, yet there is decidedly less

While many marlin are released during the season, others head right for the smoke house.

demand for the Atlantic blue, mostly because anglers usually prefer to release their catches for the sport of it, or those fish that are hoisted on a block and tackle weigh scale are disposed of because of ignorance of the food value of the fish.

White marlin and sailfish are also edible, but are admittedly on the bottom end of the scale as food. Both are usually offered as smoked fish and many fishermen consider them a delicacy when prepared in such a manner.

Because of the small demand for marlin, either steaked or smoked, we advocate the release of all billfish not intended for personal consumption.

Q. My brother-in-law and I are having an argument about eating certain tuna. Somewhere he read that skipjack tuna is a widely caught commercial fish and if this is so, then the fish must either be used as fertilizer somewhere or it is a good eating fish to some people. We are familiar with albacore (long fins), and the other tunas like yellowfins, bigeyes and bluefins, but we have never tried to cook or eat skipjack.

Have you, at *The Fisherman*, had any experience with skippies? If they are good to eat, it seems like we are missing some good catches. I know a lot of fishermen who ignore or deplore skipjack saying they are foul tasting.

Richard Chowning.

A. The skipjack tuna suffers from a bad name—many anglers know the skippy as the oceanic bonito, and because of the "bonito" part of the name, the fish has somehow been overlooked by sport fishermen. Not so the commercial man, however. The skipjack is a mainstay of the Pacific Coast tuna fleets and is marketed, along with yellowfin and bigeye tuna, as light meat tuna when canned.

Skipjack are also a prime food fish for Japan, Cuba, Hawaii and in some parts of Central America.

Many rod and reel canyon fishermen who disdain the skippy as a food fish, are probably eating tuna fish sandwiches while fishing the canyon made from the meat of the same fish they are ignoring! We've tried skipjack several times and can say from personal experience the meat is fine tasting and the flavor is not strong at all. We do gut the fish promptly and ice them down immediately.

As the old TV commercial goes, "Try it, you'll like it!"

Also, in our opinion local anglers have confused the Atlantic bonito with the Oceanic bonito (skipjack). In many parts of the world, the Atlantic bonito is considered an oily fish, not fit for table fare. Yet here along our part of the coast he is considered a great food fish. In our experience the skipjack is a better food fish than the Atlantic bonito. But then again, which fish is better when served with your favorite recipe is really a matter of personal taste. Both fish are gourmet fare when properly cooked and served.

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CHESAPEAKE BAY BLUEFISH

Sport Fishing Institute Bulletin

In the spring and summer of 1982 a series of events occurred that placed recreational fishermen and certain commercial fishermen at odds over the method of harvest of bluefish in Chesapeake Bay.

The bluefish is the backbone of the Chesapeake Bay recreational fishery, followed by sea trout and striped bass. Abundance of the latter two species has been erratic and has thus put the blues at center stage. Any attempt, perceived or real, to increase the harvest of blues in the Bay by commercial fishermen was bound to aggravate recreational fishermen, particularly charter and head boat operators.

What happened in 1982 on the Chesapeake was a classic confrontation that will probably be repeated in other areas as competition between commercial and recreational fishermen for fish stocks intensifies. One thing that did come of this episode is evidence that recreational fishermen can and will use the political process to make their needs and desires known, albeit on a crisis basis.

In March of 1982 Fass Brothers Seafood Company in Hampton, Virginia, arranged to sell bluefish to several foreign markets including Venezuela and Egypt. At that time, the Fass Brothers Seafood Company thought they were opening a new market to Virginia's commercial fishermen.

The Fass Brothers offered local fishermen a price of 15 cents per pound for gutted bluefish. Finding no interest from the Virginia fishermen, four boat operations in Florida which were idle because of a slow mackerel fishery were contacted. The boats, known as high-roller rigs, utilize encirclement gill nets which are approximately 1200 feet long, 40 to 60 feet deep, and with a mesh size of 6½ inches. Spotter planes are used to locate large schools of fish and direct the boats to them. Once on the school, the boats deploy two or more nets which, when rigged, surround the school. With the aid of one or two smaller boats piloted within the circle of net, the fish are driven into the nets and gilled.

The Fass Brothers Seafood Company applied for the permits necessary to operate this gear type in Virginia waters. However, upon learning of the intent to bring boats from out of state, the Virginia Marine Resources Commission (VMRC) revoked the permits on the basis of Virginia's residency laws. The VMRC is the regulatory authority responsible for marine fisheries in Virginia waters. The Fass Brothers Seafood Company appealed the decision of the VMRC to the U.S. District Court in Norfolk. Federal Judge Robert G. Duma issued an injunction on May 13 which allowed the Florida boats to operate within the Chesapeake Bay for six months.

"What happened in 1982 on the Chesapeake was a classic confrontation that will probably be repeated in other areas as competition between commercial and recreational fishermen for fish stocks intensifies."

The encirclement gill net is a very efficient harvesting device, gilling almost all fish susceptible to the mesh size used. During the 10 weeks that the Florida boats fished in the Bay, 760,641 pounds of bluefish were harvested. In that 10-week period the boats actually fished approximately 10 days. This was approximately 32 percent of Virginia's total bluefish commercial landings in 1981. The VMRC calculated that 20 vessels with a daily catch rate equal to the four Florida boats would harvest enough bluefish in only 64 days to match the entire United States five-year (1977-1981) average annual commercial harvest!

Opposition to this highly successful harvesting technique was quickly voiced by many recreational fishing interests, particularly the local charter boat associations. Bluefish are the basis for a major portion of charter boat business in the Chesapeake Bay. The Sport Fishing Institute contacted Governor Robb of Virginia and requested that he halt the use of high-roller gill nets in the Bay. SFI reminded the Governor of the significant revenue that recreational fishing, especially charter boat operations, contributes to the State of Virginia. The VMRC had the authority, under Virginia Code, Section 28.1-25, to issue emergency regulations temporarily halting the encircling gill net operations but was hesitant to do so without a cue from the Governor.

In response to public input, Governor Robb requested that Betty J. Diener, Secretary of Commerce and Resources, investigate this matter with James E. Douglas, Jr., then Chairman of the Marine Resources Commission. Diener deferred all action to the Commission as it has regulatory authority. However, Secretary Diener's memorandum of June 27, 1982 to Douglas reminded the Commission of the Administration's general philosophy towards regulation which is "to allow society to function with as few governmental restraints as possible."

The Commission's response was to form a Citizens Gill Net Advisory Committee, consisting of fishermen, both recreational and commercial, and marine scientists. Appointments to the Committee were made by Governor Robb. In addition, the VMRC served as ex offocio members. The committee was given no regulatory authority, only the mission to examine the available information and to make a recommendation to the VMRC. The initial meeting of the Advisory Committee took place on July 14.

The State of Maryland, having a vested interest in the outcome, actively participated in this controversy: bluefish must pass through Virginia's waters of the Chesapeake Bay before they can reach Maryland. Governor Harry Hughes of Maryland urged Governor Robb to impose a ban on the netting operation. In addition, sportsmen organizations and even several counties in Maryland voiced their concern over the harvesting of bluefish. Maryland already bans gill nets in its waters.

On or about July 23, the VMRC voted four to three that an emergency did not exist with regard to the bluefish population; therefore, no restraining regulations were issued. Governor Robb and other interest groups then urged the Commission to reconsider their decision. A few days

later, July 29, the Commission unanimously adopted emergency regulations effectively outlawing encircling gill nets in the Chesapeake Bay. Governor Robb approved the action on August 2 which required that gill nets be set in a straight line with no less than 100 feet between each net. However, the 100 foot limit did not apply in the Bay's tributaries. The emergency regulations will remain in effect until April 1, 1983.

Pursuant to the emergency regulations, the VMRC approved Regulation XXVIII, Pertaining to the Taking of Finfish by Gill Nets, on October 26, 1982. This regulation must go through a 90-day comment period before becoming effective. If no comments or changes occur during this period, the regulation will become effective on April 1, 1983, superseding the emergency regulation.

The proposed regulation requires that "any gill net, whether floating or submerged, that is not assigned a fixed location shall be set in a straight line...shall have no greater depth than three hundred thirty inches (330") total stretched mesh measurements...top to bottom...(and) shall be fished no closer than two hundred feet (200') to any other such gill net." Enforcement authorities will take into consideration the effect of wind and tide on a net.

Though most authorities believe that the Atlantic stock of bluefish has never been healthier, the commercial landings of bluefish in the Chesapeake Bay have been declining in recent years. In 1976, 4.2 million pounds of bluefish were harvested, whereas in 1981, only 2.4 million pounds were landed. In Virginia, anglers generally harvest bluefish in equal weight to that of the commercial harvest. In Maryland, however, recreational fishermen were responsible for 90 percent of the bluefish harvest during 1979. The recreational bluefish fishery is a significant portion of Maryland's sport fishing industry which in 1979 was estimated to be a $123 million industry.

During the controversy, considerable debate revolved around the mesh size used by the Florida boats. A mesh size of 6½ inches was gilling fish eight pounds and larger. Most agreed that fish of this size had passed their prime spawning years. In addition, bluefish generally spawn in the ocean and not in the Bay. However, fish in this size range are the ones most highly prized by recreational fishermen. And such a devastating harvest technique can lead to a severe reduction in the local bluefish stocks which can result in suppressed recreational and commercial fishing industry.

As an aside, the Fass Brothers Seafood Company reported that due to the lack of adequate processing facilities and storage freezers, this summer's operation was not profitable. Further, in their opinion, the Florida boats will not return next season.

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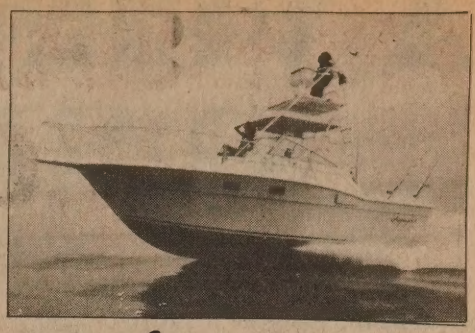

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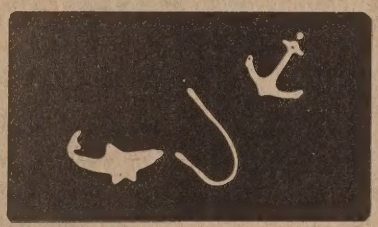

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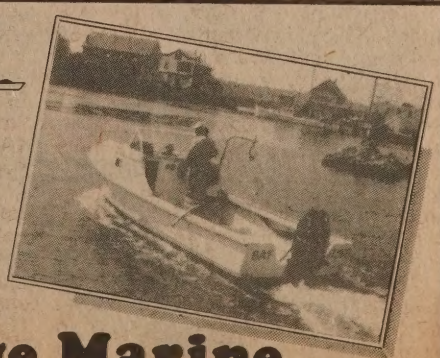

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A VERSATILE 10' SURF STICK

by Kevin Bogan

Those who have encountered a stiff NE wind more often than not may feel a rod capable of throwing 3 oz. metals and a few bait and sinker combinations of 5-10 oz., as the winning number. Your fishing experience will tell you what's best, but it's easy to see that a broad range of terminal weights and lures must be considered. Some anglers who were impressed by a certain couple of lures in their learning days may have taken the direction of plugs, metals, eel or worm lures and squids just to name a few of the lightweights.

Surf rods come in all shapes and sizes and they often match a fisherman's style. This shouldn't raise any eyebrows. After all, that's how surf and spin blanks are designed. Along with the weight of the line and style of fishing (live bait, plugs, dead weight) the manufacturer molds certain characteristics into its blanks to determine its limitations. Thus names like Action, Fast Taper, Moderate, live bait, power, etc., spring up. When choosing a surf blank you should first have an idea of what suits your needs best and then follow the manufacturer's specs. This is your key to know whether it can cast your favorite Hopkins or plug. On the other hand, it may tell you that it's too weak for bait or live bait fishing.

I have chosen two rods in two different weight categories that should handle most situations in the northeast surf areas.

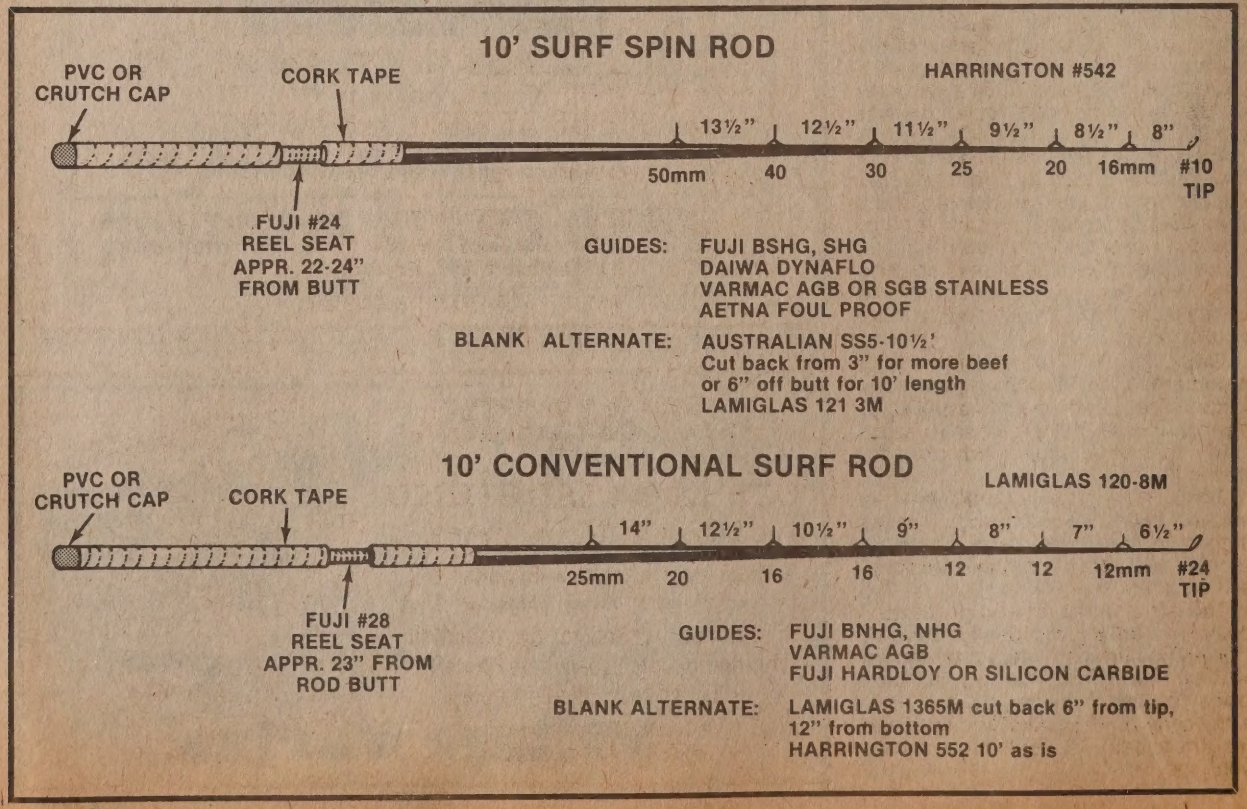
The Blank—#1: The Harrington #542 is by far one of the most popular surf blanks ever. It's 10' long, offering plenty of length for distance casting, has a nice med-fast taper making it perfect for swimming plugs and especially squidding with metals. It's tip rates at 2-6 oz. and the blank has loads of wall thickness. I've heard from one of the "locals" that he can squeeze eight ounces out of this tip with ease. I have designed this blank to be used with larger spinning reels such as the Penn 650 and 750ss, Daiwa BG #60, Garcia 9200, to name a few. Twenty to 30 lb. test is the recommended line weight.

Harrington blanks have long been considered the "surf stick supreme" and the quality is assured through 50 years' experience.

#2: The Lamiglas 120-8M is a 10' surf blank designed for the guy who expects to "load up" the top end of the rod. Its tip is rated at 12-20 oz., giving the surfman the confidence to "heave" a large bait and sinker combination. Live baits and rigged eels that usually pull the backbone out of the lighter stick will sail the distance even against a stiff onshore wind. The hook setting power on this rod is stunning and will surely stop any fish in its tracks.

Six to 12 oz. sinkers are no fun at all but when a strong tide is roaring down the beach the heavier sinker is needed to keep the rig tangle free and to prevent drifting or tumbling.

I have chosen to use a conventional design which automatically allows the use of 25, 30 and even 40 lb. test for heavy duty distance casting. The Daiwa 30H, Penn Squidder, Newell 300 series, and Shimano Mark II are some of the reels that will perform well with this rod in the 25-30 lb. line range.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PVC OR CRUTCH CAP
CORK TAPE
HARRINGTON #542
13½" 12½" 11½" 9½" 8½" 8"
50mm 40 30 25 20 16mm #10 TIP
FUJI #24 REEL SEAT APPR. 22-24" FROM BUTT
GUIDES: FUJI BSHG, SHG
DAIWA DYNAFLO
VARMAC AGB OR SGB STAINLESS
AETNA FOUL PROOF
BLANK ALTERNATE: AUSTRALIAN SS5-10½'
Cut back from 3" for more beef
or 6" off butt for 10' length
LAMIGLAS 121 3M
10' CONVENTIONAL SURF ROD
PVC OR CRUTCH CAP
CORK TAPE
LAMIGLAS 120-8M
14" 12½" 10½" 9" 8" 7" 6½"
25mm 20 16 16 12 12 12mm #24 TIP
FUJI #28 REEL SEAT APPR. 23" FROM ROD BUTT
GUIDES: FUJI BNHG, NHG
VARMAC AGB
FUJI HARDLOY OR SILICON CARBIDE
BLANK ALTERNATE: LAMIGLAS 1365M cut back 6" from tip, 12" from bottom
HARRINGTON 552 10' as is

Guides: Aluminum oxide guides by Fuji or Varmac are about the same cost as a set of Daiwa's Dynaflo. Any pick here is a good choice. They all have smooth inner rings for good castability and are excellent against line wear. Fuji "silicon carbide" will be the upcoming thing.

I have taught in three years of rod classes that elevation from the rod blank against "lateral line slap" and the "choking" of the conical flight of line from the reel will be your priorities in long distance casting. Fuji has raised the ring height of their new silicons and newer "Hardloy" but they have eliminated a 50mm and 40mm respectively in both sets, therefore, creating a loose end or gap.

Like it or not choking prohibits longer casts no matter how smooth the surface. The conical flight is diminished rapidly with smaller cross area guides and I predict without hesitation that we will see larger diameter silicons and Hardloys in the future. The Dynaflo, standard stainless, and Aetna foul proof guides offer the greatest cross ring area.

For the heavy duty conventional rod Fuji makes an ideal, inexpensive set of casting guides (BNHG or NHG). They feature aluminum oxide rings, nylon shock rings and stainless steel bracing. They appear to be flimsy but don't be fooled. They happen to be one of the toughest guides made today.

Reel Seats: Surf rods probably won't see a whole lot of torture so there are a few good choices of lightweight reel seats available to do a heavy duty job.

The Fuji FPS #24 or 28 are a couple of "crackerjacks." They are compositions seats of graphite, fiberglass and nylon adding up to be a very light, warm and responsive feel. Brass chrome is the old standby with Lakelands 5160 and 7160, Varmacs LW3X, all being able to handle the job.

A lot of surf anglers prefer to have the option of "shifting" the reel seat up and down the rod for different leverage. Fuji makes a series of plate type reel seats that allow the reel seat to be "taped" or "wrapped" on the rod, allowing the fisherman to relocate the seat for different casting situations.

Grips: One of the most commonly found grip materials for long surf rods is cork tape. Cork tape is inexpensive, easy to install and provides a "sure grip" feel when your hands are cold or wet.

There is another product that is similar called "Quoro-grip." It is similar to the grip material found on tennis raquets but is highly water and soil resistant.

The extra wide butt end of the surf blank usually provides plenty of "gripping surface" when teaming up with a tape grip. The use of foam grips may be considered here also. They come in a variety of colors and lengths to help you custom coordinate your rod.

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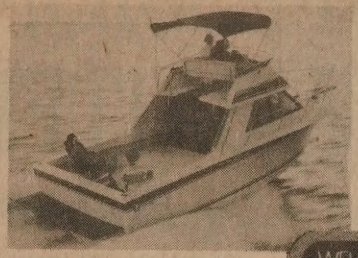

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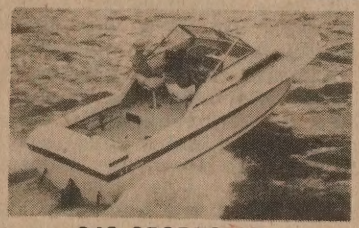

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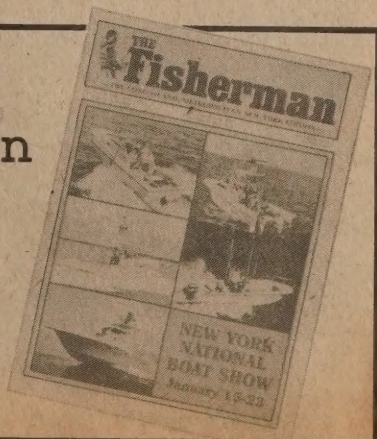

CONFESSIONS OF A NOVICE BAITFISHERMAN

Part Four—*by William A. Muller*

If you missed Part III in last week's issue try to get a copy of LIF and read it if baitfishing is your thing. I say that because I don't believe that I can adequately convey the essence of my message from Part III in one small paragraph. However, for those of you who can't read the last issue, I'll give it a go.

First, I've been struggling with baitfishing as a skill for four or five years now. Like all of you, I realize the value of sharpening this skill. Although I've gotten better at it in the last few years, I believe this fall's marvelous run has given me the little push so that I can say to you that I now feel comfortable with it. By comfortable I mean that when I go fishing I have a reasonably good chance of catching something—in my own opinion. Of course, one doesn't always catch fish; far from it. However, when you feel you know a little bit about it, you have a tendency to be optimistic, whereas when you aren't comfortable you may ask yourself why you're doing "this."

My earliest serious baitfishing goes back to the late 1960s and early 1950s. I didn't fish bait often, but I did do it seriously when I tried. In those days the big thing was live eels for bass along the south shore. For good or bad, there weren't all the blues around then in the wash the way there are today. The point is that it was agreed by almost all that you had to use a live eel to catch a big bass: and, therefore, everybody did. In the mid to early late 1970s, live eels were again "the" bait, but this time it was blues that we were catching. Now, since I still wasn't comfortable with the techniques of baitfishing, I followed the lead of others who held much more knowledge about such things than I. Alas, I fished live eels for blues. It was expensive, messy, and aggravating because the blues just loved to chop up an eel without taking the hook.

Another year there was a group down at West End who insisted they had the formula for big bass and blues. The basis of the formula was fresh snagged bunker. These guys had quite a routine. They would first head to the back with snaggers and pails. They would search the waters from the banks for signs of bunker, try to snag a half dozen, and put them in a pail half-filled with fresh sea water. Then it was run to the vehicle. Some anglers had aerators in their vehicles to keep those bunker alive while others simply dumped them on ice chips. Away they went like a flash to the "front." Sometimes it was field 6, or 9, or West End II. They caught fish, and nice ones, too. Again, I was naive and believed what I was told. That is, you had to do "this" to catch fish. I watched these guys run their buns off, I smelled their vehicles, and I witnessed their frustration when there were no bunker. I reached my own private conclusion that although I would very much like to catch a few very large fish, it wasn't worth all this.

What have I learned this year about bait? First, I'll never again worry about using a specific bait. Perhaps I had better qualify that just in case. I doubt that I'll ever again worry about using a specific bait. I am convinced that this "you have to use this" business is contagious—like a disease. One guy catches a fish or two and within a few days it is the way to go. Use whatever you can get—within reason. That is, bunker, mackerel, butterfish, worms, eels, squid, porgy, small flounder, etc. The main proviso that I put on bait is that it be fresh, but even here my preference may be overrated. There were trips where the catch by someone using frozen bait

Clusters of anglers may signal the position of a hole or cut, and it may also mark the spot where the fish are cooperating.

was just as good or better as someone using fresh bait. I'll stick with my conviction for the time being. Perhaps this will be one of the lessons for 1983?

Change your bait often. John Fritz and I have settled on a fifteen minute formula. That is, whether we get a hit or not, we change the bait every 15 minutes. Doing so not only puts fresh bait on the hook it also serves to keep you "in the game" and prevents fishing for long periods without any bait at all.

I think little has to be said about rigs. The fish finder is the way to go although in southern states they rarely use them. Many surf fishermen like fish finder rigs because it provides a margin for error. Even if you hit your strikes on the quick side, there is a second or two that you have to wait. Fish running away after picking up the bait are much more like to drop the bait if resistance is felt. To put it another way, the drag of a sinker is a dead giveaway that the meal ain't for free!

On rods. It isn't so much that I learned a lot about rods for bait fishing this year. Instead, I'd like to make a suggestion to many of you who are getting into this thing for the first time. The fall run of blues did a lot for promoting baitfishing. Many people get into surf fishing with the thought of perhaps catching a few weaks, or school bass, or small blues. That's a reasonable approach and one that is encouraged by most tackle store owners when you buy that first outfit. In other words, it makes perfectly good sense to buy a 10 foot rapid taper light action surf stick as your first rod. With it one can throw Rebels and RedFins, tins, eel worms, and other small to medium sized lures. Such rods, however, rarely do the job when baitfishing for several reasons. First, if you are throwing chunks or eels the tip may be too soft to loft the bait any distance. Even if you are fishing worms the upper part of the rod probably will not have enough "guts" to drive a hook home with the inevitable slack that you'll have to drive through. If this fall's bluefishing turned you on, why not invest in an eleven footer that's stiff. Think in terms of a conventional rod and reel perhaps.

The accomplished baitfishermen among us have always told me that you should use very tall spikes on the south shore to get the line above the breaking waves. I have used five foot spikes, an 11 foot rod, and placed the spike high on the dune, but when the sea is rough the line gets pulled by the breaking waves anyway. In short, I think too much emphasis has been placed on tall spikes. Yes, it is a good idea to get the rod tip as high as possible, but I wonder whether it is important enough to warrant a special purchase. Those big spikes are expensive. Hell, they're even expensive to build.

Perhaps it is more important to use

(Continued on next page.)

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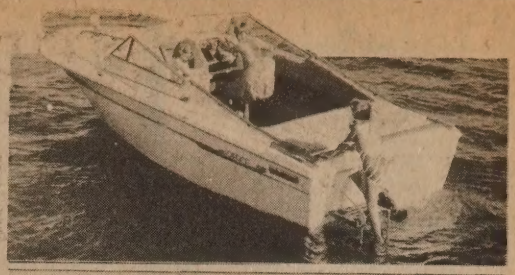

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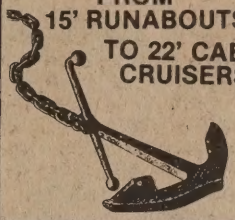

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the proper sinker in order to hold bottom than to worry about a spike that's a few feet taller. There are days when it is just too rough or the sweep too strong, or the weed too heavy. When this happens go home, rest up, and try tomorrow. At least that's my philosophy. On sinkers. I carry pyramids in three, four, five, and six ounces. Obviously, you'll need a stiff rod to throw five or six ounces; hence the relevancy of stiff rods. If the sea is not running strong and the waves moderate, start with three ounces. If you hold—great; if you don't, go up to four ounces, then five, and so on. Sometimes it pays to use two three-ounce sinkers instead of one six, because with two three-ounce pyramids you'll have greater surface area, more grab and present six surfaces against the sand instead of three: better traction. Some surf anglers drive nails or screws through their sinkers so that these protrusions will penetrate the sand and provide a better "bite." It does work, but I don't like the possibility of the line getting around the nail or screw on the cast or while fighting the fish. There's enough that can go wrong already! This fall I had to use two four-ounce pyramids to hold one afternoon. The blues didn't want to chase the bait as it rolled, but when I finally got the bait to stay in one place, I did very well. It was a tough afternoon, especially because I release my fish and therefore spent a lot of time getting beat up in the wash, but I did catch fish.

On tides. On Long Island the best tide, anywhere, is generally the outgoing—high outgoing. There are few spots that produce on incoming. In fact, I can't think of any with one exception. Ebb or flood seems to mean a lot less in the open ocean than it does in the back, the inlets, the bays, and Long Island Sound. The real key in the ocean surf seems to be whether or not there is enough water for the fish. Can they get over the bar? Can they swim in the trough with a few feet over their bodies? This is important—especially in daylight. This fall I saw and caught fish on all stages of the tide as long as there was enough water to make the fish feel comfortable. In one spot, where a cut opened into a trough where the water in the cut and trough was about six to eight feet deep at dead low water, we took fish just as soon as the tide began to come in. That isn't the norm—obviously. However, I'm suggesting that other factors seem more important. What are these factors? I prefer not to fish in the middle of the day. Dusk, dawn, and night are best. I also don't get too enthusiastic when the water is flat. Overcast and flat—perhaps. Bright sun and flat—I think the odds are too high to overcome. I go home. Another important factor is whether or not folks have taken some fish. I don't mean one here and one there. Instead, I mean have catches been consistent if not great. Consistency is far more important than a one tide blitz. Blitzes don't seem to repeat any more the way they did 20 years ago. So if I hear about a blitz but have had a steady pick elsewhere, my inclination is to pass up the blitz of yesterday in favor of consistency. Over the years when I zigged to the spot of yesterday's bonanza I learned later that the fish zagged to the spot where I had been fishing, producing a blitz for those who were there.

Last, but not least, is reading the beach. LIF has run many articles on this topic because it is so crucial to successful surf fishing. Different people read a beach slightly differently, but they all have one thing in common. They are reading for structure: holes, troughs, cuts, bars, slopes, etc. Reading a beach isn't always easy. The best time and conditions for reading a beach are at or near low water with a south wind of about 15 to 20 mph. At high tide and light winds the waves may not be tall enough to break over a bar. If the winds are too strong, everything turns white and although fishing may still be productive, there is no way to know where to set up unless you have been there before.

I like to check out a beach ahead of time. Let's say that it will be high tide around 4 PM and I want to fish the first of the outgoing in early darkness. I'll head for the beach in late morning. If the wind is right I'll see instantly where the darker holes are, and the white water and lack of it will give away the locations of bars and cuts. Even if the wind hasn't come up yet I can still learn a lot by wearing Polaroid sunglasses which will accentuate the difference between light and darker areas of water. When I have found a hole or cut or whatever I'm looking for, depending upon the species sought and bait to be used, I'll make mental notes of ranges on the shore. You'd be amazed how different that beach will look at high water. Therefore, shore ranges are a must and make them carefully.

Well, that's it for this year. Maybe I'll be back next year with a few more ideas that I've picked up in 1983. In any event, I think I'm learning although I have a long, long way to go. I hope that by sharing these tidbits with you that you are learning with me. By all means write to me if you disagree or have a tidbit for us. Hell, I don't know everything, but I'm plugging away. (Bad pun!)

Because nobody knows everything about everything and because a recent reader survey told us that the number of surf fishermen is on the increase, we are in the process of putting a surf fishing book together for you. Some of your favorite LIF contributors will be writing chapters about those things they know best. It will be loaded with how-to and where-to as well as discuss techniques for bait and artificials, striped bass to porgies. Watch for it, we hope it will be available by late 1983; perhaps in time for the fall run or maybe Christmas.

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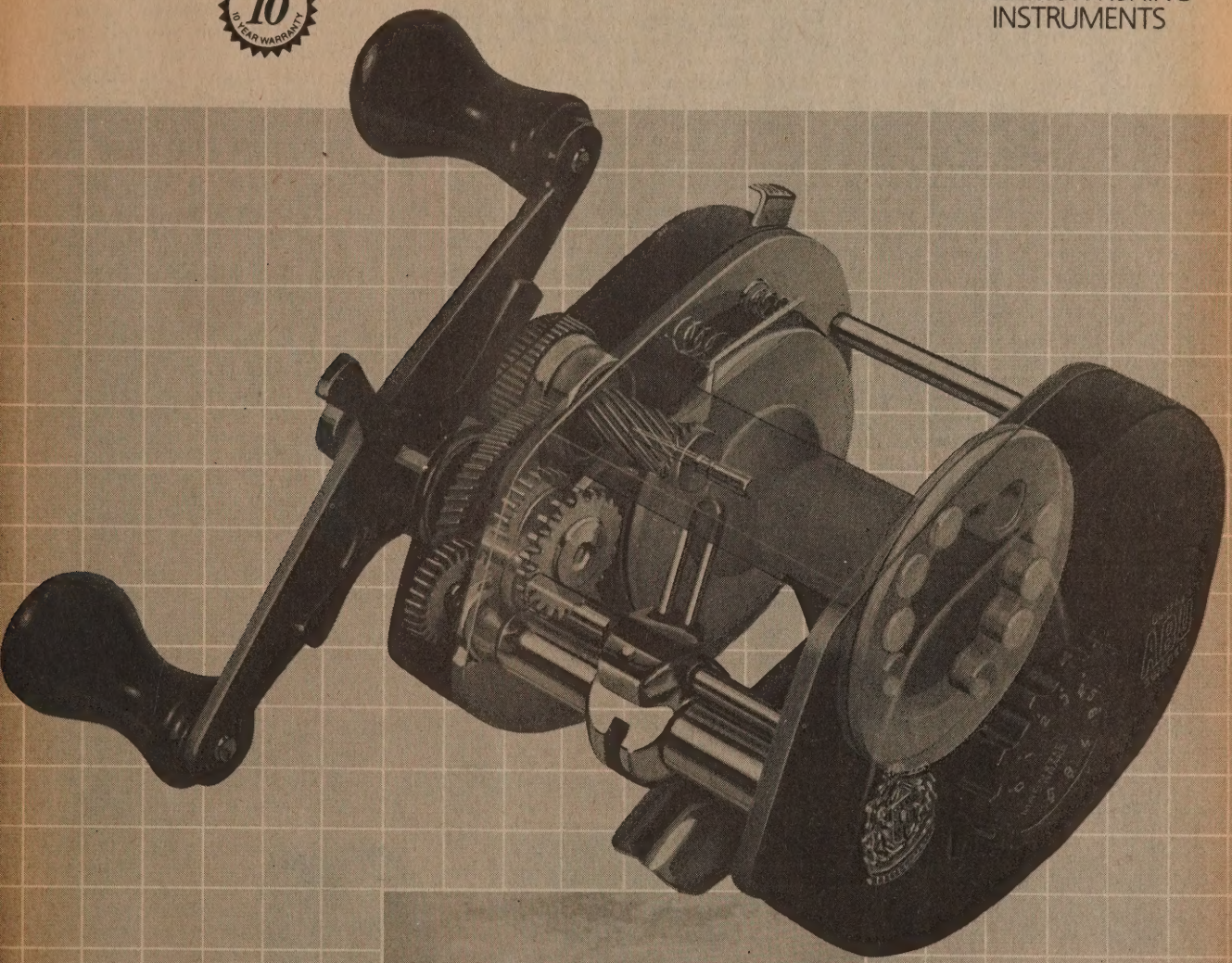

THE FUEL ECONOMY QUESTION:

SINGLE OR TWINS... WHICH OPTION IS BETTER?

by Pete Barrett

With more and more fishermen heading for the distant waters of the Canyons, sharking grounds or even running longer distances for jumbo offshore bluefish and cod, the question of whether a single outboard or twin outboards is a better engine option is now heard more often at the time an angler buys a new boat or repowers his present boat.

Last winter I was in the same position as many others when I had to choose between twin engines and the possibility of decreased fuel economy or a large single engine. Because of safety reasons involved in running to the Hudson Canyon, I chose a twin engine for my new boat and promised to keep Fisherman readers updated on the actual performance of the boat after we had one full season under our belts.

The results are eye-opening, and also a pleasant relief for me since fuel economy turned out to be very good. My early research showed that twins should have burned about 17 percent more fuel over a given timed distance than the single engine. These percentages turned out to be correct, but as I compared my boat's performance to similar boats with different engine options, I found a wide range of fuel economy figures. These statistics should be helpful to you if you are repowering or planning to buy a new rig this winter.

I checked several different brands of boat and whether you talked to Grady White, Aquasports or Sea Ox owners, they all came out with similar figures. Keep in mind that these aren't factory statistics derived from unrealistic tests on a calm lake or on a back bay, but "real" tests under actual fishing situations with typical sea conditions that we find along the coastal waters from Block Island to Delaware.

I used my Mako 25 with twin Mercury 150s as the basis for comparison with similar boats. It is typical of the mini canyon runners that are used by thousands of fishermen to go anywhere from 15 to 100 miles offshore.

Before I bought the boat, I calculated the optimum horsepower. Adding up the total weight of the hull, engines, fuel, accessories, extra gear, electronics and the weight of a four-man crew gave me a total weight of approximately 7,000 pounds. Divide that by 25 for a suggested horsepower rating of 280. The twin Mercs gave me an actual horsepower

Modern center console boats of 25 feet and boasting 200 gallons of fuel have the ability to take offshore fishermen to the deep waters of the canyons. The right selection of twin outboards will assure you of good fuel economy and safety. These yellowfins weighed 150 lbs. each and were caught on the author's 25 ft. Mako, "Makaira."

of 300 which is close to the formula. This is vital to getting good fuel economy and I'll show you why a little further on as we look at under and over-powered boats.

On 17 sharking trips I computed the actual time running and the exact fuel consumption on each trip. I found that the boat would perform best at 3600 RPM for a real speed of 26 knots, while burning 14 gallons per hour.

On five Canyon trips I again calculated the total cruising/trolling time and the exact number of gallons for a combined fuel consumption of 10 gallons per hour. Remember that's an average between cruising fuel consumption and trolling fuel consumption. Most canyon trips totaled 13 to 15 hours.

Fuel economy dropped slightly when the engines were run at 4200 RPMs, averaging 16 gallons per hour, but dropped dramatically if the engines were run hard from 4500 to 4700 RPMs, burning over 20 gallons per hour. Actual speed made good at 4200 was 30 knots and 35 knots at 4700. The better speed, yet slightly higher fuel consumption showed no major disadvantage in running at the 4000 to 4200 RPM range, but sea conditions didn't always allow this speed. At 3800 my speed was good, fuel economy was good and comfort was excellent. I tended to stay at 3800.

I checked with owners of several other boats, all in the 25 foot class and found similar fuel consumption. Lou Truppi, a Fisherman contributor, also averaged 10 gallons per hour in his 25 Robalo for Canyon trips. He, too, is powered with twin 150 Mercs. Mark Dennison who runs a Grady White Trophy 257 out of Long Island and is powered with twin 175 Johnsons averaged 11.5 gallons per hour for nine canyon trips to the Hudson Canyon.

Sharker John Bittman running a 246 Aquasport out of Cape May experienced 15.5 gallons per hour with a pair of Evinrude 150s. Al Labrinski from Norwalk runs a 25 Mako with twin 150 Johnsons and gets 15 on his shark trips to Montauk waters. Each man said the same thing about boat speed: run the engines at a mid range RPM and fuel economy will be good. Put the "pedal to the metal" and you can expect horrendous fuel consumption.

The surprising thing about fuel economy came when I checked actual consumption with similar boats with either singles or twins of different horsepower ratings. Running underpowered singles or twins, or dramatically overpowered engines can ruin your fuel economy.

A comparable 25 footer with a single 225 Mercury averaged 10 gallons per hour run at 4200 RPMs for a real speed of 20 knots. My twins burn 40 percent more fuel per hour, BUT it takes me less time to go the same distance. On a 35 mile shark trip the single will burn 35 gallons (70 total miles ÷ 20 knots = 3.5 hours x 10 gals per hour = 35 gallons). My twins make faster time and will actually burn about the same number of gallons as the single (70 total miles ÷ 26 knots = 2.7 hours x 14 gals per hour = 37.6 gallons). My actual fuel consumption is only seven percent higher than with the single.

Another 25 footer with a pair of 115 engines actually does worse on fuel economy burning the same 14 gallons per hour, but only making a speed of 22 knots. (70 total miles 22 knots = 3.8 hrs x 14 gals per hour = 44.5 gallons.)

The key point here is that the smaller twins don't have the overall power of the larger twins and must be run at a higher RPM to make any kind of decent speed. Even the single engine will get nearly the same speed and also get better fuel economy.

Last spring I was part of a group of fishermen making the run from West Palm Beach over to Walkers Cay in the Bahamas, approximately a 100 mile run. Fuel consumption figures were available as we compared boats, all 25 foot Makos, but with different power options. A single 235 Evinrude burned 72 gallons, while a twin 150 Johnson rig burned 84 gallons. A special Mako beefed up to take a pair of 235s for tournament fishing burned 94 gallons.

In this case I believe the twin 150 engined boat would have made a better showing had it been able to use its inherent speed to complete the run. Instead, we all ran more or less together at a relatively slow speed which would be to the advantage of the single engined boat. The twin 150 still only burned 17 percent more fuel and the added safety factor when making long distance fishing runs has to be considered. The twin 235 rig shows the poor economy of choosing excess horsepower on a typical offshore boat, unless it's built for specialized fishing such as this boat was. This overpowered rig burned 31 percent more fuel.

The results shown here utilized long distance Canyon and shark trips to show the differences in fuel consumption for various engines, but even if you never go beyond five to ten miles off the beach the results should still be valuable for you. We meet many readers who run long distances along inshore areas such as from Shark or Manasquan Rivers in New Jersey up to Sandy Hook, or anglers who leave from Shinnecock, Long Island and then run around the south tip to Montauk, or from Connecticut ports who run to the race or Block Island for action with blues. Whether you run straight out from shore to deep water, or run parallel to the beach, choosing the right engine horsepower can be vital to the health of your wallet.

As I suspected, moderation is the name of the game. Choose the engine horsepower best suited for your boat, then run the engine at a mid-range RPM for good speed and good fuel economy. A heavy hand on the throttle of a good engine choice will wreck your fuel economy just as surely as if you under power or over power your boat.

—HORSEPOWER FORMULA—

ADD total weight of hull, engine(s), accessories, electronics, fuel, fishing gear, estimated weight of crew.

DIVIDE by 25 for deep vee hulls, 30 for shallow draft hulls.

RESULT is the approximate horsepower recommended for your boat. This result gives you an engine with enough power to run at a mid-range RPM for good speed and good fuel economy. Running the engines at high RPM's will lower the fuel economy.

—FUEL CONSUMPTION COMPARISON—

Compare your own boat to these figures to see how close you come to good fuel economy. Variables such as sea conditions, tides and currents, engine operating speed, weight of your crew and accessory gear will all have an influence on the actual gallons per hour that your boat will burn. Regular tune-ups, periodic changes of lower unit lubrication, a clean hull, plus equal fore and aft distribution of weight will help you get better fuel economy.

BOAT: Mako 25. *ENGINES:* Twin Mercury 150 HP Outboards.

CRUISING SPEED FUEL CONSUMPTION: 14 gallons per hour at 3800 RPM's. Calculated over 17 offshore shark trips. Usual running time of 1.5 to 2 hours. Speed made good of 26 knots.

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- 12'x5'2" Inflated
- Weight With Floorboards: 81 lbs.
- Capacity: 5 Adults (1,200 lbs.)
- 4 Separate Air Compartments
- Hull Thickness: 38 Mil.
- H.P. Capacity: 6

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FREE Sea Eagle Back Pack Duffle-2
FREE 2 Life Jackets
FREE 2 Seats
FREE Motormount
FREE Floorboards

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C.G. Approved Flare Kit with purchase of this rig.
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SE 6H

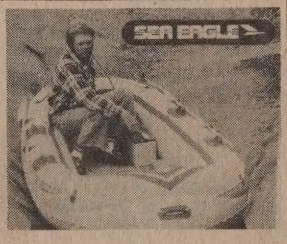
- 8'8"x4'4" Inflated
- Weight:24 lbs.
- Capacity: 3 Adults (650 lbs.)
- 5 Separate Air Compartments
- Hull Thickness: 30 Mil
- H.P. Capacity: 2

$180

SE 8H

- 9'7"x4'4" Inflated
- Weight: 31 lbs.
- Capacity: 4 Adults (950 lbs.)
- 5 Separate Air Compartments
- Hull Thickness: 33 Mil
- H.P. Capacity: 3

$220



Al Lindner, fishing pro, lands one!

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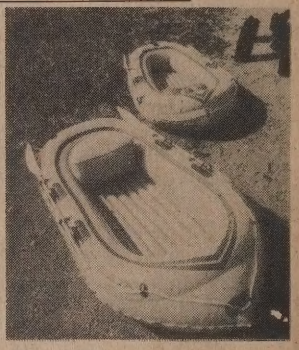
SE 5H

- 8'3"x4" Inflated
- Weight: 19 lbs.
- Capacity: 2-3 Adults (550 lbs.)
- 4 Separate Air Compartments
- Hull Thickness: 28 Mil



SE 4H

$140

- 6'8" Inflated
- Weight: 15 lbs.
- Capacity: 1-2 Adults (350 lbs.)
- 4 Separate Air Compartments
- Hull Thickness: 24 Mil

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WITH SEA EAGLE 4H or 5H

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NEW TWIST TO WIRE LEADERS

by L.A. DosSantos

Anyone who pursues toothy gamefish like the bluefish, will like this simple yet strong connection.

Depleted striped bass stocks and seemingly smaller number of weaks have resulted in the emergence of bluefish as the dominant inshore game fish. Last year, as early as late May, large blues were busting through mackerel schools inside Long Island Sound and as late as December blues were still in evidence along south shore beaches. Bluefish dominance has resulted in wire rigs and leaders becoming important items among the sport fisherman's arsenal.

Nylon coated multi-strand wire has gained popularity over the single strand type. Although single strand wire is smaller in diameter, many fishermen prefer the flexibility and kink resistance of the multi-strand type. The multi-strand type is still smaller in diameter than monofilament leaders of equal strength. It consists of three to seven strands of stainless steel wire, twisted together, then coated with clear or black nylon. The nylon coating reduces abrasion and makes for safer handling. Nylon coated multi-strand wire can be purchased at most tackle shops in 30 or 300 foot spools and in the 12 to 250 pound test range. Eighty pound test is the heaviest that is practical for bluefishing and the black nylon coating seems to be more popular than the clear. A less visible bronze finished multi-strand stainless steel wire encased by a clear nylon coating is also available.

Crimping has been the common method for attaching swivels, snaps, and hooks to this material. There is a

(Continued on next page.)

DIAGRAM 1

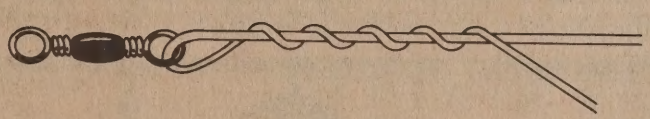
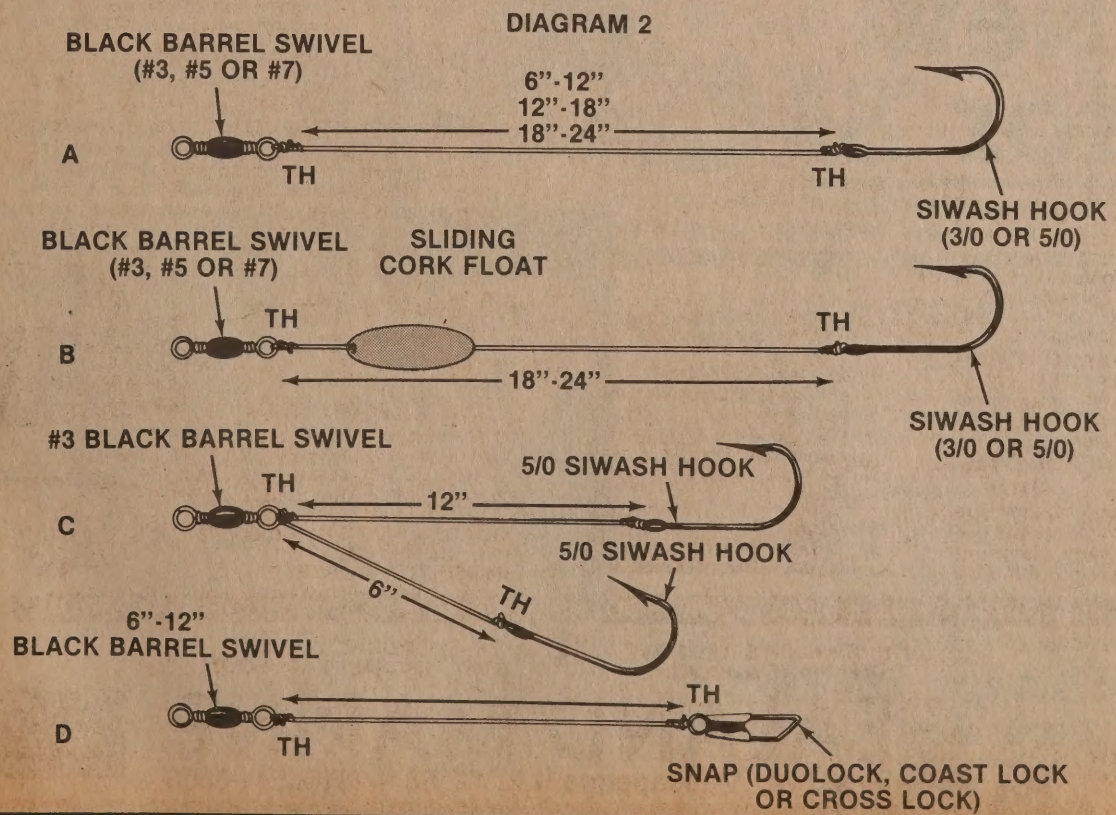


DIAGRAM 2



simple alternative to crimping which requires nothing more than a flame. This process, which I call "twist heating," will form a connection just as strong as, if not stronger than, the one formed by crimping.

To make a twist heat connection, you will need a cigarette lighter, or match, a barrel swivel, a pair of pliers with a cutting edge and, of course, a piece of nylon coated multi-strand wire. To reduce the chance of overheating, I suggest working with at least 30 pound wire at first.

Start by cutting a piece of nylon coated multi-strand wire to the desired length, but adding about four inches in order to complete the connections at both ends. Take one end of the wire and pass it through the eye of the swivel and twist it four times around the larger section (as if tying a clinch knot). The finished section should look like the one in diagram #1. Do not snug the twists tightly against each other. Moderate tension will produce the best results. Hold the twisted section between your thumb and index finger, just after the last twist. With your other hand, ignite your flame and move it up and down the twisted section until it melts into one mass. Do not touch the mass for a minute or so. If you touch it before it cools, the hot nylon will stick to your finger and could burn you as well. Take the pliers and cut off the excess (the small section) as close to the bond as possible and you are finished.

Working under good lighting is essential for successful twist heating. Good lighting will enable you to determine the point at which the nylon has melted into one mass. When this point is reached, the flame must be removed immediately. As stated earlier, overheating is a common problem when first attempting the twist heating method. This problem increases as the pound test of the nylon coated wire decreases, because the thickness of the nylon coated wire also decreases. The thinner the nylon coated wire, the less heat that is needed to melt the nylon coating.

Overheating produces a rough and pitted bond and the stranded wire may also become exposed. Extreme overheating can result in the nylon catching on fire (blow it out immediately). Simply try again using less heat. A proper twist heat connection will have a smooth appearance. It might be a good idea to practice with a few small pieces of nylon coated wire before attempting to construct rigs. After a few tries, you will have mastered the technique.

Understandably, there may be some doubt in your mind as to the strength of this connection. When I was first introduced to this method by the late Jimmy Carolan, I also had doubts. I decided to test the strength of this connection before I used it under actual fishing conditions. After twist heating 60 pound nylon coated wire to a 5/0 O'Shaughnessy hook (forged and stainless steel), I attached the hook to a screw eye that was embedded in a door frame. I wrapped a few feet of the wire around a stick and pulled with constant, but increasing pressure. The result was a nearly straightened out hook. I should have known better than to doubt a true master. I have been using rigs made with the twist heat connection for a number of years without experiencing any problems.

When constructing wire bait fishing rigs, I use a 3X strong Siwash hook at one end and a black barrel swivel at the other end. A 5/0-7/0 Siwash and a #3 black barrel swivel work well on bluefish to eight pounds and larger, while a 4/0 Siwash hook in conjunction with a #5 or #7 black barrel swivel handles the smaller blues. Between my hook and swivel, I use 60 or 80 pound nylon coated wire for the larger blues and 30 or 45 pound test for the smaller ones. The lengths of my rigs will change according to the type of bait fishing they will be used for.

Diagram #2 illustrates some basic rigs which are useful for both boat and beach fishing. Rig "A" in 6 to 8 inch lengths can be used for drifting chunk baits from both private and party boats. This same rig, in 12 to 18 inch lengths, is useful for live lining bunker or other bait fish on Mr. Blue's menu. Since live lining is commonly associated with the larger

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26' Walkaround Cuddy

blues, large hooks and heavy leaders are the norm. Surf fishermen use a similar 18 to 24 inch rig, in conjunction with a fish finder rig, for swimming live eels in the suds for large fall run blues.

Rig "B" is primarily used by fishermen casting chunk baits into the surf. This rig is formed by adding a sliding cork float to the 18 to 24 inch version of rig "A." A fish finder rig is the norm with this rig, except when strong onshore winds are present. A less wind resistant three-way swivel is used in place of the fish finder device. (The nylon coated wire is twist heated directly to one of the three swivels.)

When live lining large bunker or when bluefish cannot find your hook (no matter where you place it in the bunker), you may prefer a double hook setup. Rig "C" is made with three twist heat connections. The length between the first hook and the swivel is 12 inches while between the swivel and the second hook, the length is six inches. In the unlikely event of hooking up with two bluefish at once, this rig could part at the swivel. (This problem is common to most double hook rigs made with wire or mono.) The alternative of separate 6 and 12 inch rigs, coupled together via a large snap, through the swivel of each, works well, too.

There are some bluefish enthusiasts, myself included, who use mono leaders instead of wire leaders for bait fishing. This practice may work well with the smaller blues but wire is the insurance needed to land the big choppers, unless you are adept at lip-hooking large blues.

Figure "D" is a simple wire leader used for casting lures to feeding bluefish. A snap is twist heated to one end and a black barrel swivel to the other end. The pound test of the nylon coated wire used should vary according to the lure weight and fish size. Snap and swivel sizes should be geared to the pound test wire they are to be twist heated to. I try to use no larger than 45 pound wire to make most of my leaders. The length of my leaders are made as short as possible (no longer than 12 inches), but long enough to provide a margin of safety from a chopper's sharp teeth.

Even where the toothy bluefish is concerned, there is a bit of a controversy in regard to the use of wire leaders. Many purists prefer mono leaders, because they believe wire leaders compromise lure action and/or spook the fish. There are a few situations in which I feel the use of wire leaders to be advantageous. These situations are: fishing bucktails and other compact jigs, swimming small tins and plugs meant to entice large choppers, and during blitz type fishing. In the first two situations, the lures can be taken deep into the bluefish's mouth and in the third it is not uncommon for more than one bluefish to bang the same lure.

Nylon coated multi-strand wire rigs and leaders do not last forever. Rigs and leaders should be inspected for areas where the nylon coating has been shaved off by Mr. Bluefish's sharp teeth. The exposure of the wire can produce kinking. The exposed wire strands will also be at the mercy of Mr. Bluefish's chopping teeth. A few severed strands of wire can greatly reduce the strength of the wire. Special attention should be given to the twist heat connections. Take the time to inspect your terminal gear and when necessary, replace your leaders and rigs.

I have a few comments about swivel, snap, and hook choices. Stay away from shiny barrel swivels. The flash that they produce in the water can tempt a bluefish to strike them and can result in lost rigs and leaders. Use quality black barrel swivels. The inexpensive types can't compare in strength or durability. The Duolock, Crosslock and Coastlock are examples of quality snaps that will not open during battles with large choppers. These snaps are also available in black and seem to be the first choice of many fishermen. Alternatives to the Siwash hook, such as the O'Shaughnessy and the beak, should be forged and the strongest of their patterns. These alternative hook patterns should be used in slightly larger sizes (7/0 and 8/0) because their bite is smaller in comparison to the bite of the Siwash hook. Avoid stainless hooks as the non-stainless versions are less expensive and will corrode out of a blue's mouth in a short period of time.

My specifications for rig and leader construction are by no means absolute. Use any variation that works for you and do not be afraid to experiment further. I am sure that with a little thought, many of you will come up with some interesting and useful applications of the twist heat method.

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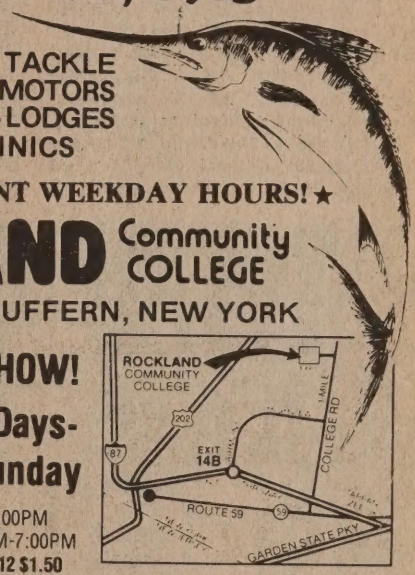

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★ 1982 ★
NORTH SHORE REVIEW

Part Two — *by Martin Garrell*

Those anglers who enjoyed active battles and savage strikes had a number of choices in 1982. Although striped bass were elusive as usual in another year of species decline, and although the Peconic weakfish run was practically dead, there were plenty of weaks on the Sound, fluking was quite good, and...of course, there were bluefish for everybody.

So sensational was the '82 season for bluefish that most fishermen seemed to be tired of cocktails, choppers, blues, and even slammers to 12 pounds by the time fall came. Gorillas and alligators were not so numerous, but five fish over 19 pounds were mentioned in September and October reports.

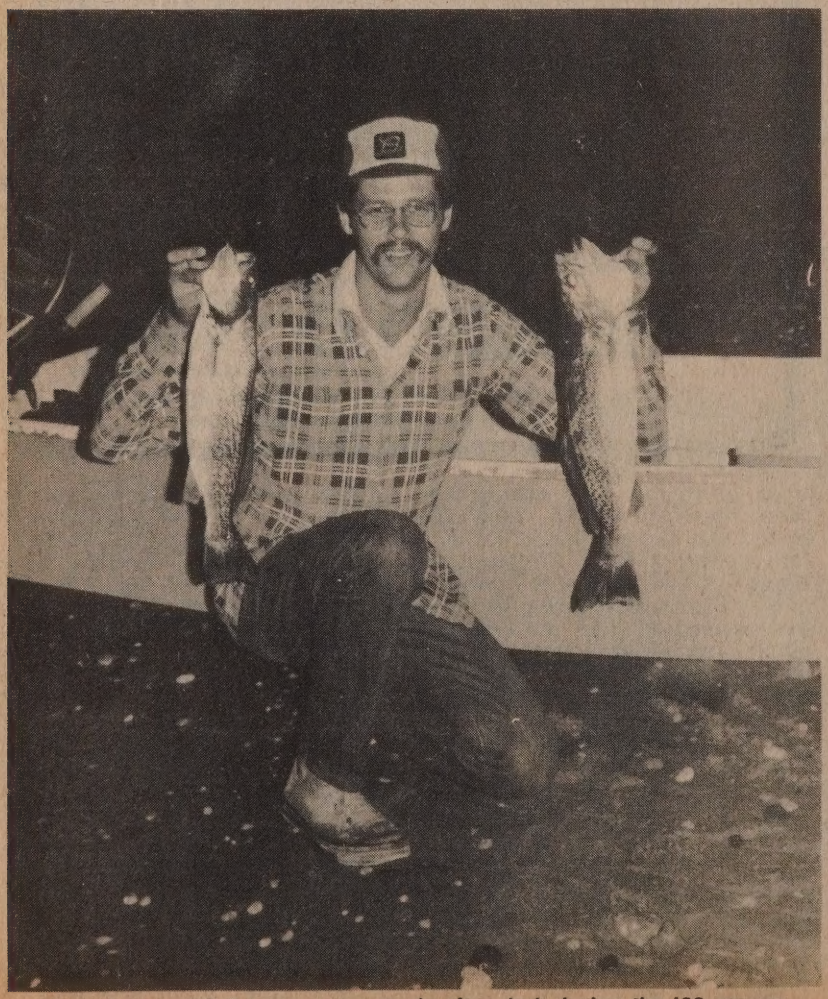
Pomatomus saltatrix showed up on schedule, right behind the Peconic weakfish and chopped off jelly worms and leadheads as early as May 15. The first sightings of choppers off the Lilco platform on the Sound were described on May 20, some two weeks after mackerel surged into the Eatons and Glen Cove area. By June 10, mackerel fishing had become a fly-by proposition on the Sound, but small blues had taken over Sound beaches from Wading River to Hortons Point. Within two weeks anglers on the western waters of the Sound were reporting good numbers of blues, and open boats from the North Shore and West End were switching from bottom fishing to diamond jigging with AVA Klondikes and Chiarenza tiger striped jigs in sizes to 3 and 4 oz.

The heaviest concentrations of bluefish seemed to be small fish under 5 lbs., although there were some pods of fish to 8 and occasional 10-12 lb. slammers for the summer jiggers. For those who preferred light tackle sport, there were millions of cocktails to 3 lbs. off Northport as well. Catches of 10-50 fish per fare were reported by the Ever Ready, and Packy Collins saw one school off Cranes Neck that was 80 feet thick. The Tarpon from Glen Cove did quite well, trolling with downriggers. Blues ravaged Sound baitfish in the Cranes-Eatons-Smithtown area from early July until mid-October although some hunting was necessary to find co-operative blues when angling traffic got heavy on summer weekends.

Chunkers and trollers had more frequent innings on big fish after the middle of August. John's Gun & Tackle in New Rochelle recorded the first alligator over 15 lbs. in the August 19 report, a 16.12 fish, and this was quickly followed by even larger gorillas from Glen Cove, City Island, Hempstead Harbor, and Eatons. The largest fish in our reports was Chris Engels' 22 lb. giant, weighed at Jack's during the week of September 2. Other Sound heavy-weights included fish of 17.15 and 18.4, taken by Terry and Art Miller, 21 lbs. by Vic Sindelar, 19 lbs. by Billy Schneider, 21 lbs. by Bob Michaels, 19.9 by Red Scanlon, and 21.3 by Bob Hannes.

Blues off Eatons and in the mid-Island area began to drop off by October 28, and the fish were practically gone by November 11, although a pair of 14 lb. slammers were reported off Buoy 13 on November 25 by Bob and Jerry Cedar at Huntington Prop.

Except for a period of roughly five weeks in October and early November when schoolie bass made frequent appearances in the reports, striper fishing was for experts only. Cold Spring Harbor worm trollers and anglers off Bayville and Center Island had bursts of small fish beginning with the May 13 report, and from that point until the autumn, most of the



Many fine weakfish scores were made after dark during the '82 season.

bass on the pages of the reports were occasional cows taken by the pros. As usual East End sharpies fishing the Gut and the Sluiceway posted the biggest fish, Dennis Kelly's 66½ lb. behemoth taken in early July and James Parillo's 58 lb. monster. Other bass over 40 were weighed at North Shore stations, and these included Meat Johnson's 41.7, Vic Triolo's 42 lb. and Joe Sapienza's 47½ lb.

There were modest numbers of 20s and 30s off the East End for late June anglers banging away with bucktails, Sekora tubes, and eels, but August and September action may have been dampened when spear fishermen found that they could harvest bass with some efficiency along North Fork beaches and even in the Sluiceway.

Schoolies to 8-10 lbs. began to mix with blues in the 4-12 lb. class around the Obstruction Buoy during the last days of September, and October brought a concentration of these Hudson bass to Horton's Point where umbrella trollers took hundreds of them. By November 4 there were spotty schools of bass all the way from Eatons to Hortons, but sizes began to diminish a week later. Although the Packy IV pulled 57 bass to 20 lbs. for a charter during the week of November 18, the big Thanksgiving blow on the Sound dropped water temperatures into the mid-40s at the surface and pushed out all but a few stragglers. Dick Brown reported one last 18 lb. bass off Mount Sinai just before the holiday.

According to the 1982 angling reports, the rose has faded on the great Peconic weakfish run of the 1970s. Probably because of over-exploitation, the great numbers of tiderunners have now dwindled to a few scattered pods. Night angling was fairly good for a short while in May, but daylight anglers had very few trophy weaks to show for their efforts. By contrast, Long Island Sound provided a period of torrid fishing in mid-July and stole the show from the Peconics. The earliest Peconic tide-runners made news around May 13, but it was significant that Cranes Neck and Miller Place had early catches which were equivalent to those registered from the South Race and Jessups Neck. Although all but one of the 24 prize-winning fish in the Peconic Weakfish Tournament between May 14 and May 16 weighed 9 lbs. or more, almost all of the weaks entered in that contest were taken by experts fishing between dusk and dawn. John Toomey topped the ranks with an enormous 15.12 weak, and Ed Anker posted a 15¼ lb. lunker. There were some catches of 100 weaks or more (boat total) recorded by the Brand X at night during the third and fourth weeks of May, but tiderunners disappeared from Peconic reports by June 3. Interestingly, some weaks over 4 lbs. did show up among summer run fish recorded by the Lorias at Capt. Marty's and by Ace Cottral at the Port of Egypt, and September produced a reasonable run of small weaks, even though most Peconic anglers were pre-occupied with porgies.

July brought a mass of weaks onto the beaches of the Sound with super action off Lloyds, Eatons, Sunken Meadow, Miller Place, and Mount Sinai. Diamond jigs for deeper waters began to produce weaks after July 8 during daylight hours, but the best reports came from inshore anglers and beach jockeys until the weaks disappeared around August 1st. The average weakfish was about 7 lbs., but some larger fish were reported. The Caraftis Fishing Station weighed a 12½ lb. fish, and Mark Rinaldo registered a 14 lb. giant. North Fork anglers were puzzled by the absence of weaks in July from the eastern Sound, but the reason was an obvious one. After word leaked that diamond jiggers were knocking the socks off blues and weaks between Rocky Point and Hortons in mid-June, draggers moved in and swept the waters clean.

Fluke fishing continued to be a bright spot during the '82 season, especially in eastern waters. However, the three largest summer flounder reported during the summer came from the Eatons zone. Tom Otranto weighed 11 and 11.12 doormats at Ronnie's on August 5, while Mark Luciani put a 12.10 monster onto the scales at Four Winds around September 9. The latter fish was taken on a bucktail-pork rind combination, fished off a downrigger.

Skinny shorts and bare keepers moved into the Mattituck Inlet area around May 23 and fluking there quickly heated up. An outstanding burst of activity took place in early July with many 2½ and 3 lb. fluke in the catches at Mattituck Inlet Fishing Station, but, by early August, two out of every three Mattituck fish were shorts once more. Gardiner's Island waters were somewhat slow in producing relative to the Sound, but picked up by the end of July when keepers outnumbered shorts by 4:1. The best days for Greenport flukers came between early August and September 5 with a number of pool winners over 6 lbs. and catches up to 5 or 10 fluke per person. Port Jefferson and Mount Sinai small boat fleets came in with a lot of fish under 3 lbs. and a few over five until the September storms arrived. By September 16 there were no more toothy flounder in the reports.

Now we're watching a January storm move up the coast and wondering whether we'll have to plow the driveway tomorrow morning. It's hard to focus on an incredible fact: flounder fishing is less than eight weeks away. Maybe that's why we should think about probing last season's log and try to plan accordingly. With some runs of fish, namely bass and weaks, becoming so short and precarious, we'll plan on getting in at the very beginning of the action next season, rather than fishing the downhill slopes a week or two later!

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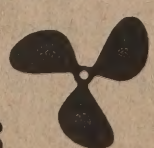

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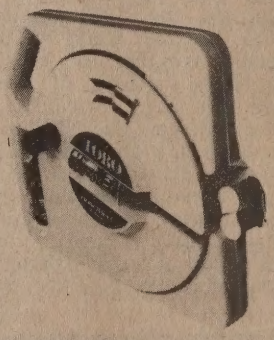

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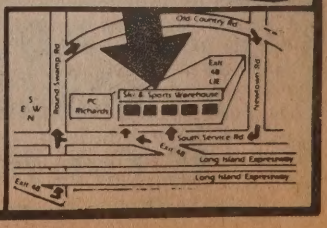

MORE MEMORIES

by Matt Ahern

The old veteran shares some more glimpses of days gone by with Fisherman readers.

Most readers of these weekly articles and stories know the correspondence they generate is quite heavy indeed. I say this because many fellows who write (ladies, too) feel it necessary to apologize for taking up the "valuable" time needed to reply to their lengthy letters of inquiry. To that I shall rudely say: "Stuff and nonsense!" No need for you to apologize, for actually that's what I'm here for.

So, before we get started, let me say that if you'd like to get in touch any time, ask questions, shoot the breeze, or whatever, don't hesitate to do so. You just fire off that letter; you may be sure I'll be glad to hear from you. And I'll answer you, too. Don't worry about that.

Now, after having received thousands of letters over the years from readers of The Fisherman, I can often detect where a particular letter is headed before I finish the first paragraph. Sort of a sixth sense. But until I began to write an occasional old-timer story telling of my boyhood fishing exploits in the long-ago, most letters contained requests for information on previous articles, questions on various aspects of fishing, etc.

But now a whole new ball game has been created. Most who refer to these old-time stories are out and out mesmerized by all the good fishing which existed in the not too long ago—say 50 years.

Now, I know to some 50 years seems as distant as cave-man days—but really, it isn't. It's a trick of Nature, for surely when one realizes he's actually fished 50 years (or more), the time span is as nothing. One feels the same as ever (providing, of course, he's led a sensible life), one is as sharp as ever (give or take a twinge or two), and if he's lucky, his memory is as good as it ever was. I consider this to be Nature's pay off to those of us who have seen the light and felt her tuggings at our heartstrings. (It seems the older I become, the preachier I become. My apologies.)

What I wanted to bring out was a letter I received from a Brooklyn reader several weeks ago. I'd like to tell you his name, but since I failed to get an okay, we'll call him Joe. Joe wanted to know what it was like for a kid to have lived in Brooklyn before the Great Depression. He'd heard the expression: "The Roaring Twenties," and all that—but did it really roar? How good was the fishing during those days? Well, let's see.

I was a teenager in 1927, the time I want to tell you about. The Great Depression wasn't to start for three years, so things were swinging along pretty well for all concerned. A family man who worked steady (and there was plenty of work then), could make as much as $25/$30 a week for six days' work. This was enough for all the necessities of life: rent, food, recreation, etc. Gasoline was ten cents a gallon (it was slated to become less in three years); bread was five cents a loaf (later it would be two loaves for a nickel); and a quart of milk was nine cents (eleven cents delivered to the doorstep.)

And the fishing? Ah, the fishing was great!

Then, as it is now, much of my fishing was done aboard party boats, and as I've written many times before, these were strictly slow boats to China. But the fishing was so good that even if it took longer than it does now to arrive at many of the same places I still fish today, those fish seemed always ready to leap into the old butter tubs we used for buckets. So if we lost an hour's travel, timewise, it meant nothing.

Most of my party boat fishing those days was done off the New Jersey Coast, with Sea Bright, its offshore areas and Sandy Hook getting the most play. The Hook was **the** place fo fluke! I don't care what I'm told today, there will never be a fluke-producing area as great as Sandy Hook was up until World War II.

Thousands upon thousands of sinker bouncers jigged for fluke there each summer, and when you figure each of those fishermen was good for 30 to 40 fluke on an average day, and an average of 60 on a good day, the amount of fluke we fellows brought over the rail each summer boggles the mind! And this went on for years, even before my time. Quite unbelievable—but true nevertheless. And yet we hook and line fishermen never put a dent in the fluke population. (Fluke fishing didn't begin to go downhill until those commercial fishermen of the day discovered that fluke wintered and **spawned** out on the Continental Shelf. When that discovery was made, it was the beginning of the end of fine fluke fishing.)

Ling and whiting fishing was always done around the old Ambrose Lightship area. There was no need to go elsewhere. We filled sacks and sacks with no strain or pain. Sea bass, porgies, and blackfish could always be depended upon. Any wreck or rock pile off Sea Bright could have you arm-weary by Noon with huge sea bass and porgies. And fall blackfishing was out of this world. (Blackfishing still holds up well today, but this is only because it is more difficult to fish them commercially.)

And what about those Sheepshead Bay overnight sea bass trips to Atlantic City? The Five-Pound wreck that produced all those monster sea bass for us fellows? It wasn't called "Five-Pound" without good reason. And that sunken barge which lay catercorner a thousand yards southeast of the pier? I better quit now while I'm ahead, for surely you won't believe that fishing at all.

Winter codfishing was **the** fishing of the day for many during those times. From mid-November (sometimes earlier) cod moved into the Cholera Bank, offshore Sea Bright, 17 Fathom Bank, etc. By December they had just about saturated the area. Here they remained until February when they would gradually find other areas more to their liking (probably the food supply by then was exhausted). We rarely fished wrecks for cod. It wasn't necessary, for all rocky areas held a supply of old whiskers, the amount varying due, I suppose, to water temperatures and the always important forage considerations.

As for size, those cod of yesterday were not as large as those caught today. We rarely saw cod over 30 pounds then. (Bet you thought I was going to tell you we caught 100 pounders.) Most cod of 50/60 years ago averaged between eight and ten pounds. But they were plentiful and double-headers were quite common. Any old-timer will vouch for the fact that all party boats kept a wheelbarrow at dockside so their passengers could get their cod to the car.

A word about those large cod we catch today. I believe this is happening because our fishing gear is much more sophisticated. We had no nylon monofilament line in those long-gone days. We used only white Irish linen line. This was strong stuff—no

(Continued on next page.)

question about it. But its one drawback was that it showed up in the water like a sore thumb. We also had to wash it in fresh water after each use use if we wanted it to last awhile. If you were too lazy to do that, you could always expect to lose a large fish when push came to shove. That salt-weakened line would part with the first downward surge of an out-sized fish.

So, for us fellows, it proved a blessing when nylon fishing line came on the market. But we didn't know just how much of a blessing until we discovered mono was also invisible in water—and those large cod began to make their presence known to us. I'd always been aware that cod, particularly large ones, were line shy—but not that much! Why, those large cod were down there all the time—and we never knew it!

Things have changed so today that it is not surprising that I should often feel discouraged. The cost of everything is so far out of reach for many, and the reasons for being so are so ridiculous they would seem almost laughable if they weren't so sad.

For instance, someone told me the other day that shrimp were selling at a bargain for around $7 a pound! And this is the same kind of shrimp I used to use for snapper bait in Sheepshead Bay as a boy! A day's supply cost me five cents then—about a third of a pound. If Artie Leidecker and I fished together, we'd splurge and get a dime's worth—and we'd have bait left over after a full day's fishing! Fellers—someone has sold us a bill of goods!

Now, Joe, my letter-writing friend, wanted to know, too, what it was like in the streets of Brooklyn when Iwas a kid.

It was good. I suppose some might fault me on this. But I have no complaints.

Those days, of course, most women didn't work outside the home. Raising a family was a full time job for any woman. Therefore, the women were always out shopping and it was most difficult to try out a new cuss word when you thought no one was within earshot. This would often result in a good cuff alongside the head from, until then, an unseen Mrs. Esposito, a Mrs. Cohen, or a Mrs. Kelly. (And these ladies had arms made of cast iron!) And they'd tell your father what you said, too; which meant another rap on the head; and worse if you were foolish enough to insist "old Eagle-Eye" wasn't telling the truth.

So, one might say that during those days the streets of Brooklyn contained plenty of adults who believed they were their brother's keeper. And as one who was cuffed plenty in his time, I can now say that it didn't hurt me one bit. I quickly learned to toe the mark and respect my fellow humans—especially when curtailment of my fishing appeared threatened.

During the time I'm writing about, there were still some horsedrawn fire engines in Brooklyn. I remember there was a firehouse nearby and when I walked home from school at three o'clock, I would stop in front of the firehouse and hope for an alarm to come in. I desperately wanted to see those firemen slide down that shiny brass pole from the floor above, and the horses position themselves under the suspended harnesses. It never happened.

But this lack of firehouse action didn't discourage me. I stopped by as often as I could. I'd watch those horses in their stalls—and they, in turn, would watch me with great interest. I'd watch the firemen, too, but for some reason they didn't appear overly-enthused about my presence.

To the right of the firehouse's main entrance, inside and situated near the corner, was a huge oaken desk with books, pamphlets, ledgers, and record books scattered over its glass-covered top. Always seated at the desk was a red-undershirt clad fireman whose sole job seemed to be the studying of those ledgers. Lying close by, lazing away in the heat, would be one of two Dalmations belonging to the firemen. Occasionally, a series of bells would sound off and my heart would leap into my throat. Now, at last, I'd see those firemen and those

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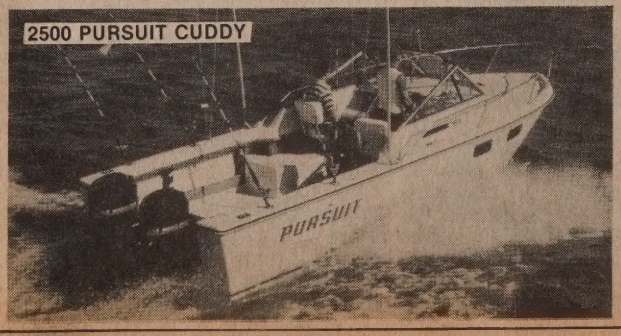

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horses rush out into the street on their way to save someone's life. But no dice. That desk-bound fireman—and those horses—would ignore the bells and continue their pastime—which was reading for the fireman, and for the horses, staring at that dumb street kid.

No series of stories about those early days in Brooklyn would be complete without mention of its Police Department.

I resided in my Brooklyn neighborhood from 1920 to 1934—and in all that time can remember but one police officer. This is easy to understand when I tell you he was the only one we ever had (except for vacation time, sick days, etc.). There were no patrol cars those days, and every policeman started his career by walking a beat.

Bandy, for this was his name, came on duty about 4PM and finished his tour at Midnight. Where his tour began, I don't know, but along about 8PM, there'd be Bandy walking up the block, twirling his nightstick and making it "climb the string."

Bandy knew your father; he knew your mother (chances were good he watched her carry you before you were born and saw that no harm came her way); he knew all about you.

I believe to this day that everyone in our neighborhood dearly loved Bandy in their way, although as little kids we did try to bedevil him more than somewhat. Five or six of us, aged eight or nine, would run up to Bandy, stick out our tongues, place our thumbs to our ears and wiggle our fingers, chanting: "Ya, ya, ya. Brass buttons, blue coat; couldn't catch a nannygoat!" And Bandy would place his hands on hips and say: "So, 'tis some tough guys I've got on me beat. Run along now before I run yis all in."

And on cold winter nights, I'd lie in my warm bed and hear Bandy walking his beat. And I would feel pity for him, for there were cold nights those days! Bandy would be whistling as he walked along, trying store doors and keeping an eye on things; in my mind's eye, I could see him make that nightstick "walk the string."

At the time I often wondered why Bandy didn't freeze to death. Why this didn't happen was revealed to me one day by my fishing buddy Aaron Feldman, whose family ran the neighborhood candy store.

"You mean you don't know?" Aaron said. "Heck, you're dumb. Pop always leaves the store door unlocked on those cold nights and a glass of port wine on the soda counter. And on Bandy's way back, Mr. Rizzo the fruit man on the next block does the same thing. And so does Sam, the tailor. Don't worry about Bandy on those cold nights. He's just as warm as you are—maybe warmer."

So—that's the way things were in my Brooklyn neighborhood when I was a kid 60 years ago. They were due to become hectic in a few short years—but we didn't know it then.

Truly, ignorance was bliss.

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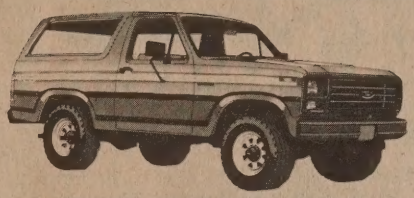

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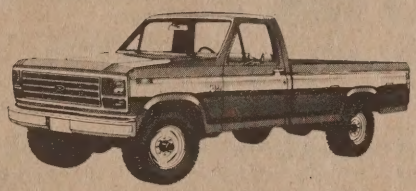

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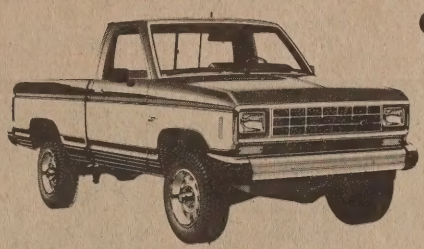

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CARING FOR YOUR BOAT'S ELECTRICAL SYSTEM

courtesy of Attwood Corporation

Taking care of the electrical system begins with the battery. It's usually the only source of power for run-abouts or small cruisers, so its performance is vital to safety. The first step is to choose a battery designed for marine use. Most good models are 12-volt, and better batteries also have thick plates that extend cell life. Look for one with a thick, reinforced case that helps protect against pounding.

The terminals are a key to good battery operation. Terminal posts should be molded into the case so acid can't leak out. Terminal posts should also be kept free of corrosion. Baking soda is an excellent cleaning substance for this purpose.

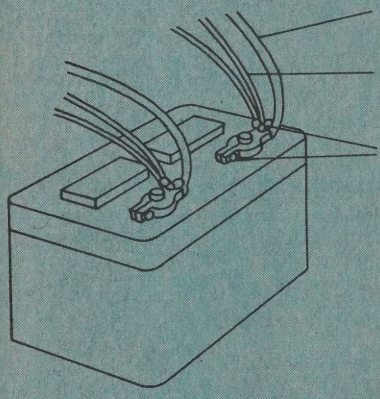
Battery cables should be firmly secured to posts. The best solution to prevent the battery from tipping and spilling acid is a battery box made of non-corrosive and non-conductive high-impact plastic. The box should also have a strong hold-down strap and mounting hardware.

If the battery is located in a compartment area, the battery box top should be vented. This helps prevent the possibility of battery fumes being ignited and causing an explosion. A vented battery box is usually not needed with an outboard engine, since the battery is usually not in a closed area such as the engine compartment.

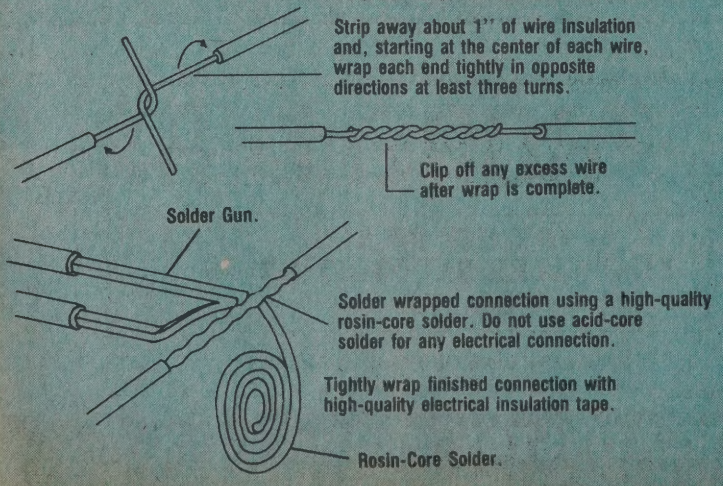
Proper wiring is also an extremely important part of a boat's electrical system. Make sure all wiring is adequate to handle high amperage appliances on board, especially if the appliances are located 10 feet or more from the battery. If wiring is not a heavy enough gauge to handle the load, it will get hot. This is a dangerous situation that can result in electrical shorts which burn out appliances and possibly start fires.

Attwood Corporation, a major manufacturer of marine accessories, has compiled a chart showing recommended wire sizes. The chart is based on the amp draw of an appliance and the distance of the appliance from the power source (battery). While it is not a specific recommendation for every

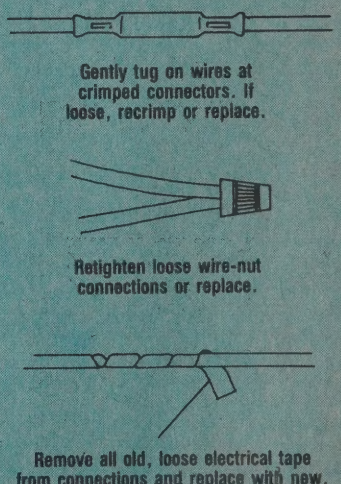
BATTERY CARE


Heavy-wire connects to engine.
Light-wire connects to harness and accessories.
Tighten connection and clean terminal posts if necessary.
Remove caps and check fluid level. Add distilled water, if required, to recommended capacity.

HOW TO SPLICE WIRE


Strip away about 1" of wire insulation and, starting at the center of each wire, wrap each end tightly in opposite directions at least three turns.
Clip off any excess wire after wrap is complete.
Solder Gun.
Solder wrapped connection using a high-quality rosin-core solder. Do not use acid-core solder for any electrical connection.
Tightly wrap finished connection with high-quality electrical insulation tape.
Rosin-Core Solder.

CHECK CONNECTIONS


Gently tug on wires at crimped connectors. If loose, recrimp or replace.
Retighten loose wire-nut connections or replace.
Remove all old, loose electrical tape from connections and replace with new.
Tighten all screws.
Screw terminal block.
Wire connections from harness to accessories.

type of appliance found on runabouts and small cruisers, it does provide a general guideline. One rule that holds true everywhere is to place high amperage equipment as close to the battery as possible.

Because of the pounding and vibration small boats encounter, wire connections should be checked often for tightness. A loose connection, like wire that is too light for the power load, can overheat and start fires. Checkpoints for wire connections include all appliances on board—and temrinal blocks throughout the boat's wiring harness system. This could include screw terminal connections, plug connections, or wires that are taped together. Crimped connections should also be inspected occasionally for tightness of the crimp and the wires.

There is a convenient way to check the condition of your electrical system any time. The people from Attwood suggest the use of an electrical systems monitor to help spot trouble early. Such devices are usually small solid state units that are easily installed and hook up to your battery with two wires. The unit normally has three lights that show whether your electrical system is in a "go" condition, needs charging, or is dangerously undercharged.

If your boat is an inboard or inboard/outboard, it's a good idea to look at the alternator output now and then. If your boat engine alternator isn't working properly, it can result in a dead battery just as it does in a car. Also, remember to inspect the voltage regulator and engine belts.

Spring is a good time to do a thorough inspection of the electrical system. Chances are, problems can be corrected which could otherwise spoil a day of summer boating. To help you do a once-over on the power system, Attwood Corporation has put together a spring checklist of electrical items.

- If you discover what appears to be a major problem in the engine's electronics, leave the repairs to an expert. Signs of big trouble could be excessive heat, smoke, sparks, etc.
- Check all navigation lights, connections and bulbs. If new bulbs are needed, use lamps specified by the manufacturer.
- Check the horn, radio, pump and blower for loose connections.
- Check all wire connections to battery. Clean off any corrosion around battery terminals.
- Make sure battery box is secure.
- Replace frayed, cracked, or cut wires.
- Keep a tool kit on board. This should include a supply of extra fuses, extra wire, wire cutters, wire clips, electrical tape, and a knife.

A quick check of your boat's electrical system could keep you out of a dangerous situation and out on the water having fun. Take time occasionally to take a look!

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BOAT TRAILER IMPROVEMENTS

by John Schauer

A few minor additions to your boat trailer now will make for trouble free trailering during the fishing season.

Most people buy a boat trailer figuring that they have covered their trailering needs. But, if you're one of those who value your equipment and seek to get the most out of it, then there are some changes to be made.

Adding a set of grease fittings to your wheels should be first on the agenda. I personally like Bearing Buddies because they are built to last. The body of the Bearing Buddy is made from heavy gauge stainless steel, and the spring and grease fitting plate are both well made. Some trailer outfits offer them with the trailer as part of the package. If you have the option, order the trailer equipped with them. The most important thing to remember with Bearing Buddies is not to put too much grease in the hub. You have to leave room for expansion and contraction. If you add too much grease, it will blow out your grease seal which is located on the other side of the wheel hub. Once the seal is ruptured there is a very good chance that saltwater will seep into the hub and ruin the Bearings. If you notice that the seal is ruptured soon enough, you may be able to save the bearings by cleaning and regreasing them.

The company that makes Bearing Buddies also makes a grease seal kit. The seal is made so that pressure can be relieved when it gets too high. I saw these seals advertised somewhere in the print media, but I have never seen them in local stores. If anyone has any information on these seals, please drop me a line c/o The Fisherman.

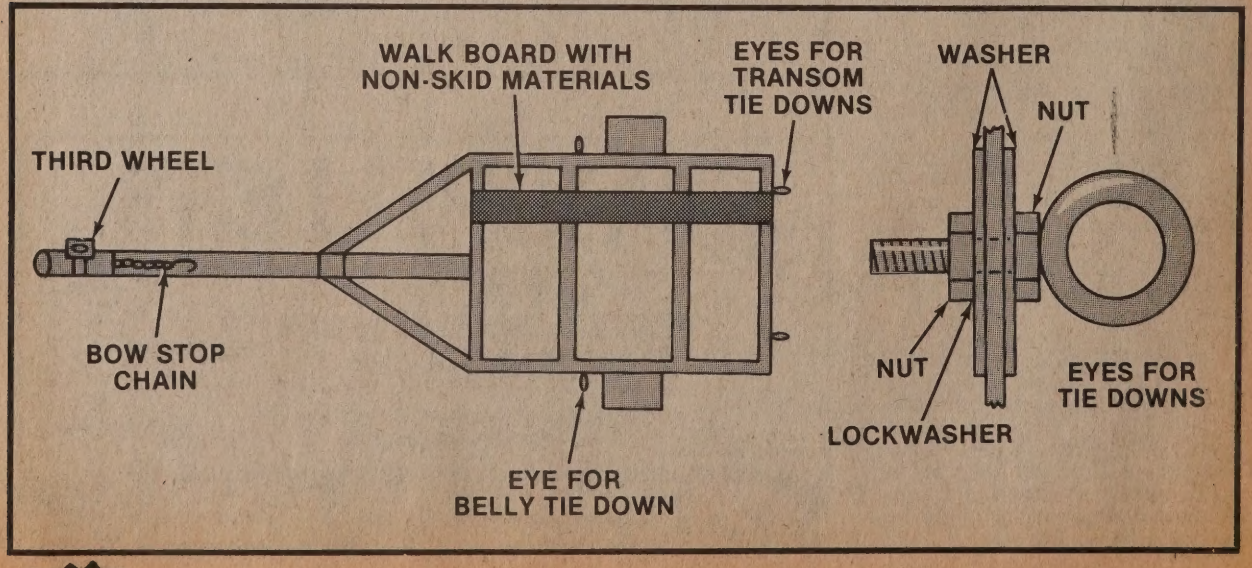
Another important consideration with Bearing Buddies is to remove any excess grease from the grease fitting area. If you don't, the grease tends to spin off and cover the inside of the fender, or worse yet, the side and bottom of your boat. I have had Bearing Buddies on my trailer for 12 years and have changed the bearings only once in those 12 years. Believe me, my wheels get dunked quite regularly, so if that isn't proof of their worth, nothing is.

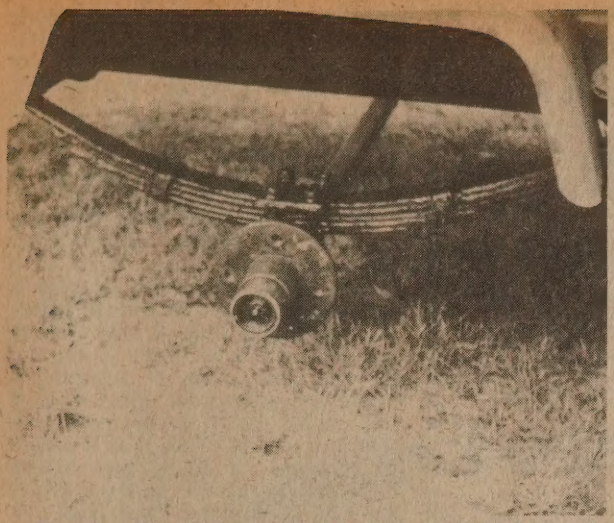
The next item to be addressed should be a chain bow stop. The stop mounts on the trailer tongue and hooks onto the boat's bow eye. It prevents the boat from climbing over the winch stand during an emergency stop. A lot of people do not realize the amount of force exerted by a boat when the rig comes to a sudden stop. It can very easily come over the winch stand and land on the trunk or roof of the tow vehicle. The bow stops will prevent this. I got my bow stop from a friend who sold his Holsclaw trailer, but they are an option item on most of the trailers sold today. If your dealer doesn't have one, you should be able to get one from another manufacturer and adapt it to your trailer.

Another important item to add to any trailer is a third wheel. It is an expensive addition, but well worth the investment and it probably will save your back in the long run. Most of the units available can be cranked up and down, so you don't have to lift the tongue of the trailer onto your hitch. The third wheel makes moving the trailer very easy, even if the rig is fairly large. There is also another type of third wheel available. It is shaped like a golf cart and has a hitch ball mounted on it. It is just used to move the trailer from place to place and there are no provisions for raising or lowering the wheel.

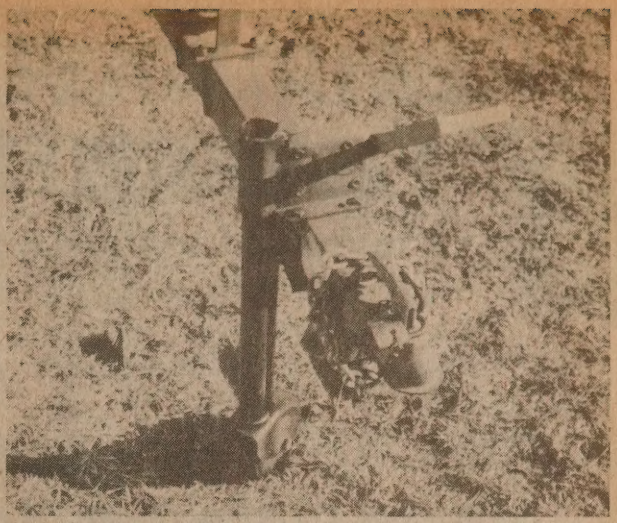
Have you ever launched your boat on a very steep ramp? I'll bet you had some anxious moments retrieving the boat the first few times. Retrieving the boat is so much easier when you have a walkboard on the trailer. It's no fun climbing around on the trailer cross members trying to get the winch line snap into the bow eye of the boat. Some of today's trailers come with walkboards, but in the past the only ones you saw were added by the owner. It is very simple to go to the local lumber yard, buy a piece of 2x8 and bolt it to the cross members. This little addition will surely save you

(Continued on page 46.)



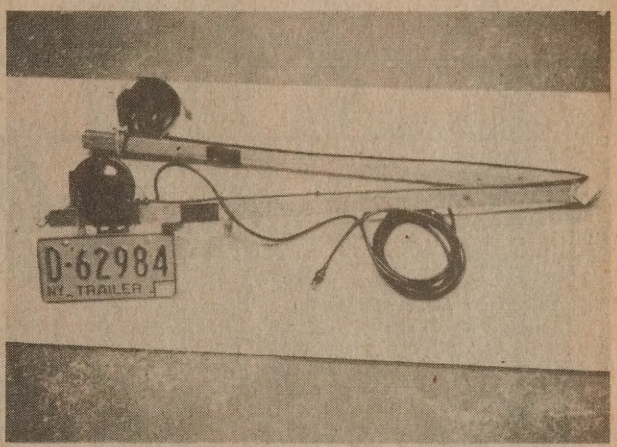


Bearing Buddies are easy to install and will eliminate wheel bearing problems.

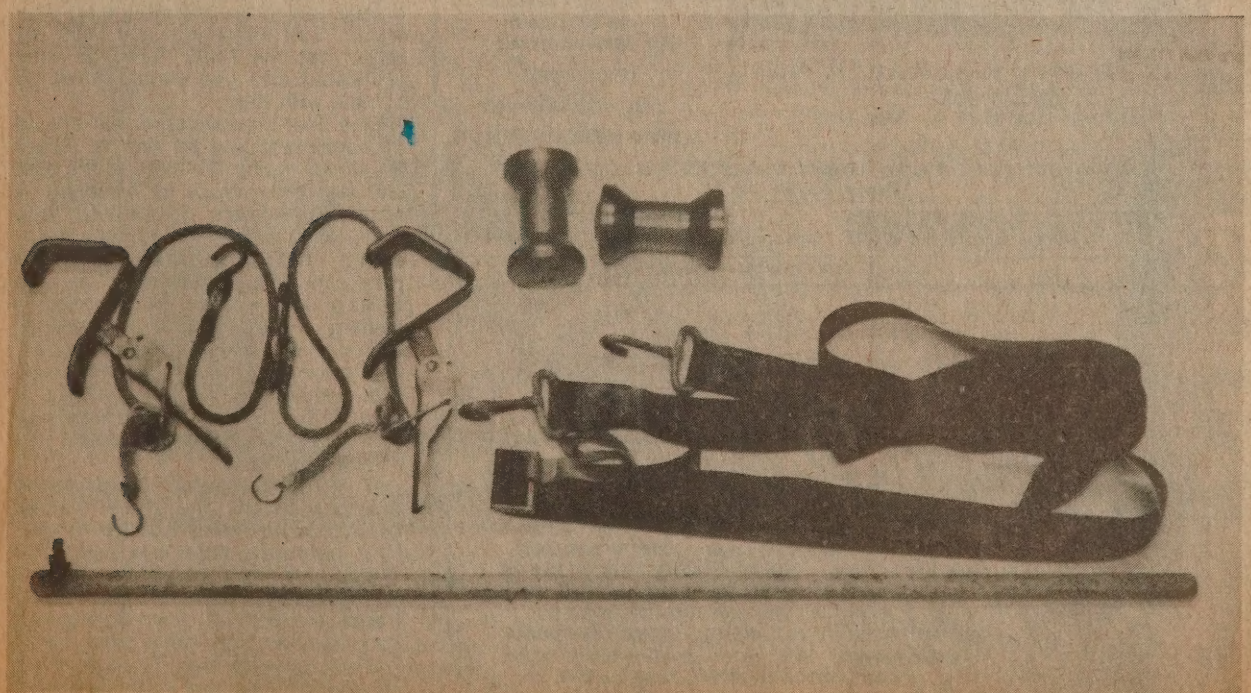


A chain bow stop can help avoid serious damage in a stopping short situation.

The addition of a third wheel makes moving your boat around a breeze.



This light bar folds in half for easy storage in car or trunk.



Plastic rollers, tie downs, a belly strap and clip pole all help to make trailering safe and trouble free.

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from a dunking or two. It also pays to get some non-skid pads and attach them to the board. I own a 17 foot Whaler and the bow eye on this model is mounted very low on the bow. By using the walkboard and a short length of broomstick with a clip on the end, I can get the winch line snap into the bow eye very easily.

One of the wisest alterations you can make is to remove the lights from your trailer and mount them on a length of 2x2. While this light bar is only one more item to remove before you launch the boat, it's well worth the extra effort. Saltwater is murder on this vital piece of equipment. There are waterproof lights now on the market, but I am not convinced that they are as efficient as the light bar system. It takes just a few minutes to remove, and you don't have to worry about replacing your lights every year or two. There are so many different shaped boats on the market that the design of the light bar will have to be up to each individual model. I have included a photograph of my bar and you can work from that.

A new improvement on the scene in recent years is plastic rollers. Most rollers on boat trailers have been made of hard rubber. After a few years of use, the rollers developed flat spots where the boat sat on them. Once the flat spots were in the rollers it became increasingly difficult to push the boat off the trailer. With the new plastic rollers, flat spots do not develop and the rollers spin much more freely resulting in less effort when launching. If you are thinking of replacing your present rollers, consider the plastic rollers. They are slightly more expensive than the rubber ones, but worth the cost. They are made in the same size as the rubber ones so you won't have to change any of the mountings on your trailer. Just make sure you keep the shaft that the roller turns on well lubricated and you should have no trouble with them.

One final improvement that should be considered are tie downs. There are tie downs for the stern of the boat and also belly straps for amidship. I always see boats on trailers with nothing holding them to the trailer except the winch line. All these people have to do is stop short and the value of tie downs will quickly become evident. If they're lucky, the damage to their boat and car will be minimal. At the very least, a pair of transom tie downs should be used in conjunction with the bow chain. If you trailer your boat greater distances you should add a belly strap.

If you want to attach tie downs to your trailer and the trailer cannot accommodate them, just go to your local hardware store and buy some 3/8 or 1/2 inch eye bolts. Drill a corresponding hole in the trailer frame and bolt up. I would suggest you use double nuts and large washers on each eye. Tie downs are cheap insurance, and could prevent a tragic, or at the least, costly accident.

THE FISHERMAN QUIZ

(1) SHARKS SUCH AS GREAT WHITES, MAKOS, BLUES ETC. THROUGHOUT THEIR LIVES CAN GENERATE NEW TEETH TO REPLACE BROKEN DENTAL WORK.

TRUE ☐
FALSE ☐

ANSWERS AT THE BOTTOM OF THE PAGE.

(2) SPOTTED BASS ARE THE DESIGNATED SYMBOLIC FISH OF :

TENNESSEE ☐
KENTUCKY ☐
INDIANA ☐
OHIO ☐

BY FRED GUARDINEER

(3) EELS LIVE IN FRESHWATER AND SPAWN IN SALTWATER.
TRUE ☐ FALSE ☐

(4) THIS GADJET MAY BE CONSIDERED A DRAG BY LANDLUBBERS BUT DEEP SEA FISHERMEN OFTEN DEPEND ON ONE FOR A ___ ------

(5) SMALLMOUTH BASS FEED MOST ACTIVELY WHEN THE WATER TEMPERATURES ARE ABOUT

46°-50° ☐
52°-58° ☐
60°-65° ☐
70°-74° ☐

(6) WHAT IS MEANT BY THE TERM "*THERMOCLINE*" IN LAKES, A FRESHWATER FISHERMAN READER ASKS ?

HYPOLIMNION... WARM WATER

THERMOCLINE

HYOLIMNION... COLD WATER DEPTHS USUALLY WITH POOR OXYGEN.

1-TRUE. 2-KENTUCKY. 3-TRUE. THEY ARE CATADROMOUS FISH AS OPPOSED TO ANADROMOUS FISH SUCH AS STRIPERS. 4-SEA ANCHOR. A FUNNEL SHAPED PIECE OF HEAVY CANVAS THAT HOLDS A DRIFTING BOAT'S BOW INTO THE WIND IN HEAVY SEAS. 5-60°-65°. 6-THE THERMOCLINE IS THAT DEPTH IN A LAKE USUALLY 15-25 FT. BELOW THE SURFACE WHERE OXYGEN IS MOST ABUNDANT AND FISH CONGREGATE. A THERMOMETER PINPOINTS THE SPOT... IT'S WHERE THE TEMPERATURE DROPS SHARPLY.

★★★ TRAVEL SPECIAL ★★★

THE BRITISH VIRGIN ISLANDS

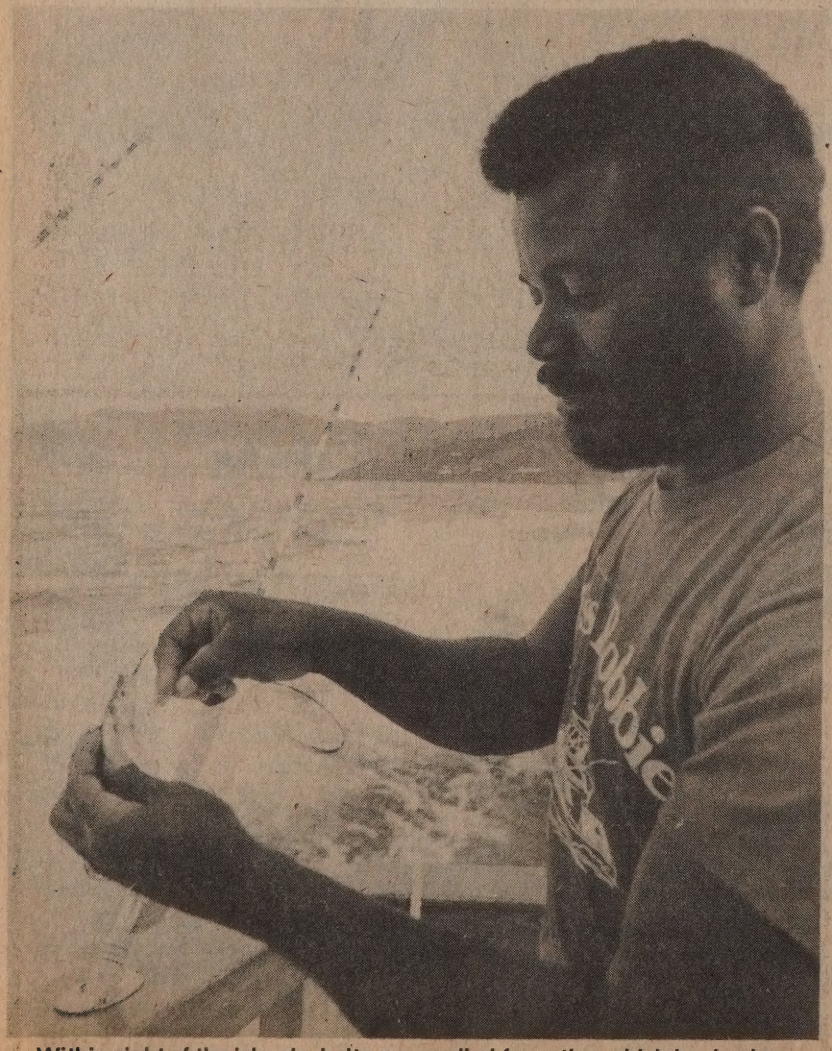
by Dick Mermon

The recorder's needle etched a picture of incredible irregularity, then rapidly descended beyond the 360 foot range of the machine's capability. The only remaining slashes were those of large fish and clouds of bait. This unqiue delineation of subterranean mountains rising from the ocean floor, two miles down, climbing within 120 feet of the surface, then dipping 1600 feet again in an almost sheer plunge. Such is the geography of the Anagada Passage which parallels the south shore of the British Virgin Islands.

Twenty minutes later the recorder again registered marks, but this time it was a series of long climbing steps, with schools of fish mustered along each rise and on the crown.

"We're here," Rommie yelled from his flying bridge position, "we're on the Mount," he added.

And it sure looked that way, for the peak rose to a steeple point and back down again.



Within sight of the islands, baits are readied for action which begins less than three miles from shore.

Immediately two rigged ballyhoo, tipped with red Hoochie shirts were set on the outriggers and permitted to skip 30 yards out in alignment with the boat's wake. Within seconds, a small blue marlin crashed the surface crossways in front of one ballyhoo, nosediving back in behind the opposite one, never touching either offering.

"Hey mon," Rommie commented in his island lingo, "thot's whot hoppens out here, so be ready for anything," he added with a big grin on his face. No sooner had he spoken when the left rigger arched back from a strike.

"Fish on" I yelped. Before that fish came to a rest stop somewhere down below, it had taken almost half the line from a 50 class reel. A few short lunges and it came thrashing to the surface, where a shark took advantage of the 35 pound class wahoo. Such was my introduction to these unique grounds.

The "Sea Mount" as it is called, is 16 miles southeast of Virgin Gorda and only one of five primary underwater fishing sites surrounding the British Virgin Islands. Its formation is the most extraordinary of all the underwater hills and valleys, standing alone like a long, narrow island below the sea. Its position runs northeast by southwest for four miles and is approximately one mile at its widest, with narrow depressions squeezing in and out along the way and a rounded hump at one end. Its ascent comes from the deepest passage anywhere in the entire Virgin Island sector. The bottom is recorded to be a 1500 fathom hole at its southwest corner, reaching to 1200, then 300 and rapidly to 22 fathoms. Currents sweeping along this sheer wall make it a virtual big game anglers' paradise.

On the Atlantic Ocean side of the B.V.I., along the Northern Dropoff, are several shelves, one of which each year produces tales of encounters with mammoth billfish. The structure has been tagged "The Saddle," because of its makeup and although not as deep a depression as the "Sea Mount," it is considered to produce the best blue marlin action. This ledge originates at Anagada's northern point, sweeps southward encompassing the Whale Banks north of Tortola, then angles down towards

Jost Van Dyke Island where it swings west along St. Thomas' north shore. At Jost Van Dyke, the most northern enclave, the depression has risen to 27 fathoms and is about one-half mile from shore. Here, a "U" is formed by the shelf walls between Jost Van Dyke and the Kingfish Banks six miles to the north. A slight protrusion, similar to a pointing finger and the main rise of the island forms the "saddle." It is an amazing and not at all uncommon sight to watch three or four marlin corral six to ten pound bonito in this area and bat them clear out of the water.

Preferred by anglers in early spring for sailfish, kingfish, wahoo and oversized barracuda is the first ledge south of the islands which originates near the southeastern tip of Anagada's reef. The trough parallels down past Virgin Gorda, Ginger Island, Cooper Island, Peter Island and Norman Island a mere two miles from their shore lines, then pivots slightly away. Actually, this underwater ravine has two dropoffs, one more severe than the other. The first decline is so pronounced, from 28 to 393 fathoms, that it becomes difficult pinpointing any specific hotspots. Most skippers employ a zigzag pattern of trolling on and off the shelf.

The second dropoff sinks into 1500 fathoms, with an irregular bottom of mountains and valleys from 800 to 1700 fathoms, completely out of fishing range.

Known as one of the Caribbean's most hazardous reefs, "Horseshoe Reef" is part of the island of Anagada. Outside the devilish horseshoe shaped formation of coral and limestone, in 145 to 1100 fathoms of water, reside every known game fish and rock dweller in the sub-tropical sea. Being a bit of a distance for St. Thomas and Puerto Rico charter boats, the area receives little attention except from British Virgin Island anglers.

Fifteen nautical miles northwest of Jost Van Dyke, situated in the Northern Dropoff, are a group of shallow rises ranging from 34 to 11 fathoms. These are the "Barracouta Banks" and receive their name due to the numerous quantities of barracuda that attack trolled baits intended for kingfish, dolphin, wahoo and tuna.

The most attractive feature of these waters surrounding the British Virgin Islands, is close proximity to port of such outstanding big game fishing. From any island, it takes no more than one hour traveling time to begin a day's angling and it's as little as fifteen minutes to the first dropoff.

Also, there is always a leeward shore no matter which way the wind blows or how strong. The islands and their adjoining depressions work in favor of the angler, providing sanctuary from the bane of offshore fishermen all over the world.

Should these hidden mountains beneath the sea ever be exploited to their full potential, hordes of existing IGFA records are sure to crumble.

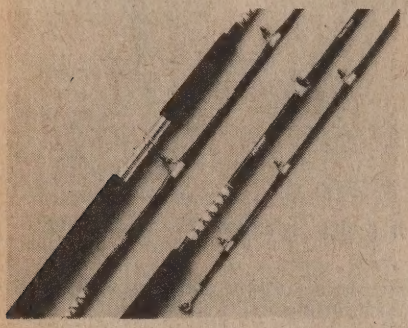
This 20 lb. 'cuda grabbed a trolled ballyhoo intended for bigger and better game.

The recorder readout shows the jagged peaks and valleys which characterize the northeast portion of the "Sea Mount."

BOAT NAME	OPERATOR	TEL. NO.	ADDRESS
Dayang	Lowell Wheatley	via Tortola Radio	Anegada Reefs Hotel Angada, B.V.I.
Impossible	Dale Wheatley		The Valley Virgin Gorda, B.V.I.
Miss Robbie	Cliff Johns	(809) 494-3311 Ext. 13	Prospect Reef Resort P.O. Box 104 Road Town, Tortola, British Virgin Islands
Peter Fisherman	Peter Island Hotel	(809) 494-2561	Peter Island Hotel P.O. Box 211 Road Town, Tortola British Virgin Islands
Pinapple	Michael Gray		P.O. Box 156 Road Town, Tortola British Virgin Islands
Remora II	John Trude	(809) 494-2500	P.O. Box 195 Road Town, Tortola British Virgin Islands
Sandra II	Jerome O'Neal	(809) 495-5230	Ocean View Hotel P.O. Box 66, The Valley Virgin Gorda, B.V.I

NEW PRODUCTS

The latest in boats, electronics, fishing tackle and accessories are contained in this week's expanded Boat Show department.



BOATMASTER RODS BY KUNNAN OFFER SOLID HOOK PENETRATION

Kunnan's Boatmaster saltwater rods are constructed of strong graphite-glass composite with continuous strands of highly sensitive fibers running tip to butt. The result is a rod of greater strength and sensitivity.

Unlike ordinary glass saltwater rods, Boatmasters are designed and constructed to ensure solid hook penetration, and a farther, faster, more accurate cast. And when reeling in a catch, line slack is taken up quicker.

A unique Kunnan resin system, impregnated into the shaft, protects the rod from sun and saltwater and provides far better anti-fatiguing characteristics than ordinary polyester or phenolic systems. The outcome is an endurance rod which can flex thousands of times more than the average without becoming brittle or causing structural failure.

Boatmaster rods offer guides of aluminum oxide, hand-wrapped under and over, then finished with several layers of sealer for added strength and protection. A diamond-wrapped butt, closed-cell foam grips that won't slip even when the rod is wet, and chrome-plated brass reel seats with double-locking rings are all standard on every Boatmaster. New for 1983, the wire line rod has a roller tiptop.

Boatmasters are available in 6½, 7, 7½ foot lengths. actions range from light to extra-heavy, and can handle line weights testing from 12 to 50 pounds.

Like all Kunnan rods, the Boatmaster rod series has been designed and tested in both laboratories and water for strength, sensitivity, backbone and endurance that every saltwater fisherman wants.

Kunnan Tackle Company, with U.S. headquarters in Westminster, CA, is a divison of Kunnan Enterprises, one of the world's largest sports manufacturers. The company is internationally renown for its technologically innovative products, its use of advanced space-age materials,

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Bronx, N.Y.
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PORT of EGYPT MARINE
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(516) SO5-2445

HOBBY LAND MARINE
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(516) 728-4313

and its dedication to constant product testing and improvement.

NEW MEPPS FLUORESCENT RED DOT BLACK FURY

There are many times when fish will only strike the color of their main natural foods, which are dark to black in color. For years, the Mepps Black Fury has been a favorite in fishermen's tackle boxes. Now, comes the Fluorescent Red Dot Black Fury. The "Fluorescent Red Dot Fury" is the answer for fishing during low visibility or murky water conditions. Both colors of the Mepps Black Fury, yellow or the new fluorescent red, are ideal for dusk/evening and heavy overcast fishing conditions. They come in sizes 0 to 4. Tie on a Black Fury and catch your limit.

NEW 266 XF CONTINUES TREND OF FISHABILITY

The new 266 Express Fisherman from Aquasport of Hialeah, Florida continues the trend of styling and design that the serious fisherman respects. Every aspect of the new 266 XF was considered for its contribution to overall "fishability."

Walt Walters, chief designer at Aquasport and a veteran in his field, has not overlooked a single detail. From stem to stern, he has equipped this model with the features a fisherman needs. The 26½ footer has a 10 ft. beam, making it extremely roomy for its size. Comfort was one goal of the design, but mainly Walters wanted to be able to provide a boat where, "a good size group of fishermmen could go out and fish without falling all over each other," as he puts it.

The fishing necessities are right at the fingertips. The cockpit area features two 18-gallon, recessed live wells, circular in shape to help make sure the bait is alive when needed. A bait box, a tackle locker with cutting board and rod holders are very handy, also. The removable 5 ft. insulated ice chest allows total accessibility to bilge pumps, the fuel line, water tank, and other equipment underneath the deck where there is ample storage space for extra gear on longer trips.

The cabin also was designed with comfort and fishing function in mind. The upper and lower berths sleep two adults easily. There is huge counter and storage space. The cabin is all fiberglass inside, allowing the fisherman to stow his gear and not be afraid of damage. The fiberglass interior is simple to maintain. In an effort to make the fisherman comfortable, Walters designed a huge head with all the amenities.

The 266 XF has a modified V hull for a comfortable and stable ride. It has water capacity of 40 gallons. The two isolated aluminum fuel tanks hold 228 gallons. Dry displacement is 6800 lbs. The model shown includes an optional tower.

From Aquasport, 7925 W. 2nd Court, Hialeah, FL 33014.

MOORING WHIP KIT DEVELOPED FOR EASY DOCKING

A new economical mooring system has been developed for small boat owners hwo have discovered the advantages of the mooring whip-type system.

This technique features precision tapered solid fiberglass "whips," which automatically exert the appropriate amount of continuous pressure to hold the boat away from the dock, regardless of the winds, wakes or currents involved. The system automatically counteracts every movement by increasing the resistance pressure.

The technique, initiated in Florida where parallel docking on waterways is prevalent, was developed primarily for larger inboard boats and sailboats.

The new economical system which has been designed for owners of 12 to 20 ft. boats primarily used on inland lakes and other freshwater situations, now brings all of the mooring advantages utilized with larger craft, to smaller models.

One of these systems (E-900) is recommended for 12 to 16 foot boats weighing up to 1200 lbs., while a second system (E-120), is recommended for 16 to 20 ft. boats weighing up to 2500 lbs.

Each system comes complete with marine grade stainless steel mounting hardware, and all necessary dock lines, which are made of highest grade nylon.

The "Mooring Whip Kit" includes two solid fiberglass tapered whips, and the marine grade aluminum alloy bases into which they are mounted.

The whip line assemblies, complete with tension adjusters and brass snap hooks, complete the kit.

The system is very easy to install with common tools in every handyman's tool box. The complete installation can be done easily in one hour.

The unique aluminum bases not only serve the main purpose of holding the whips at the correct flexing angle, but also do double duty as dock cleats for the mooring line.

The result is an extremely neat and simple mooring system with no dock cleats to trip on. Also eliminated is the need to drape lines over pilings osr have them strung out over adjoining dock space.

Mooring Products Corporation (also known in Florida as Mooring Whip Sales of Florida), has pioneered this type of mooring system since 1956. This mooring technique is now rapidly spreading inland to all boating areas, and the products are available

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18x24	$38	50x100	$390
18x32	$50	60x120	$547
20x30	$50	50x150	$562

Before Midnight March 20

Viking Ind. will send any of the above boat size tarpaulins to any reader of this publication who reads and responds to this program before midnight March 20. Each tarpaulin is constructed of high density fabric (with virgin grade ingredients, supplied by Gulf Oil Co., Dow Chemical Co., and Union Oil Co.) with nylon reinforced rope hems, double lock stitched hems, electronically welded seams, 100% waterproof, #4 (½" dia.) metal grommets set on 3 ft. centers with reinforced triangular corner patches and are recommended for all heavy duty use, all yachts and sailboats, and all bulk or pallet riding materials, and will be accompanied with a LIFETIME guarantee that it must perform 100% or it will be replaced free. Add $7 handling & crating for each tarp ordered, *Viking Ind.* pays all shipping. Should you wish to return your tarpaulins you may do so for a full refund. Any letter postmarked later than March 20 will be returned. LIMIT: Fifty (50) tarps per address, no exceptions. Send appropriate sum together with your name & address to: Tarp Dept., #108LK, *Viking Ind.*, 6314 Santa Monica Blvd., L.A., CA 90038, or for fastest service from any part of the country, call collect before midnight 7 days a week.

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generally through local boat and marine supply stores everywhere.

The smaller kit for 12 to 16 ft. boats retails for $149 and the new kit for 16 to 20 ft. boats for $179.

From Mooring Products Corporation, 1544 North Federal Highway, Pompano Beach, FL 33062.

BOONE'S NEW SERIES OF SOLID FOAM MIRRORED PLUGS

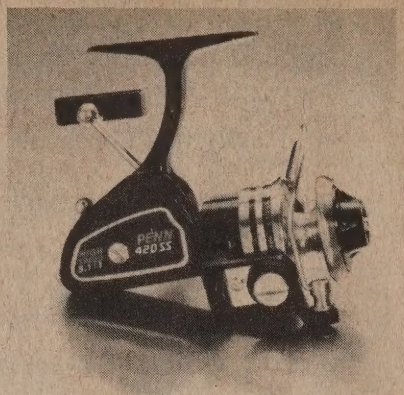
Based on over five years of testing and retesting, Boone Tackle is happy to release its series of Mirrored plugs. The Sundance series works on the same principle as its big brothers Sundance Jet and Sundance Striker. The plugs when worked through the water look like a strobe light. This flashing light triggers a feeding instinct in game fish making these plugs nearly impossible to pass up.

The Sundance Deep Diver comes in one size 1¾ oz. 6 inch long, while the Sundance Chugger comes in two weights: 1 and 2 ounces, 5 inches long.

The most important feature of these lures is the swivels that are buried in the foam. Attached to the swivels are two extra strong Mustad treble hooks. The swivel prevents game fish from getting leverage on the hooks like they can in a through-wire construction plug.

All Sundance series plugs are made from tuff stuff, a urethane foam that Boone has pioneered over the last 12 years.

Available at leading tackle stores or write: Boone, Box 4009, Winter Park, Florida 32793.



NEW! PENN ULTRA-LIGHT 420SS SKIRTED SPOOL

Trout and bass beware! Penn's new 420SS will take you to the limit this year. Unique skirted spool design prevents line from becoming entangled in back of spool and keeps sand, grit, and water from the inner workings of the reel. Pushbutton feature allows instant spool change.

Features super fast 5.1 to 1 retrieve. Unique Naval bronze main gear and stainless steel pinion gear arc designed to enable a fisherman to take even big fish to task. Hard chrome-plated stainless steel line roller and bail. Internal trip can be operated manually. Silent anti-reverse. Unique stainless steel and Teflon drag system combined with a special warning "click" to give you the very best in ultra-light fishing.

The 420SSis so small it will fit in the palm of your hand. Will accommodate 225 yds. of 4 lb. mono. For further information on this and other great reels by Penn, please write: Penn Fishing Tackle Mfg. Co., Dept. P, 3028 W. Hunting Park Ave., Philadelphia, PA 19132.

ENSIGN DEPTHSOUNDER FEATURES AUTOMATIC NIGHTLIGHTING

A modestly priced digital depthsounder, designed with automatic nightlighting, has just been introduced by Datamarine in their small boat Capree line.

Backlighting for the new Capree Ensign is controlled by a tiny photocell, and requires only a minimal amount of power. The Ensign can operate on a self-contained, 9-volt battery for 175 hours in daylight or 120 hours with backlighting. On boats with adequate power, it may be connected to the onboard 12-volt system.

The Capree Ensign displays depths between 2 and 100 feet with precise accuracy in sharp, easy-to-read liquid crystal numerals. Depths below 10 feet read out in fractions.

The Ensign depthsounder may be

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installed on the console (with the accompanying bracket) or recessed in the bulkhead (bezel included). It is sold with a tiny, high efficiency DX186 transducer that installs easily through a pencil-sized hole in the hull, or mounts on the transom with the supplied bracket.

Datamarine's Capree line also includes the more sophisticated Commander depthsounder with alarm, and the Cadet depthsounder with its own internal 9-volt battery for boats with limited or no onboard electrical systems.

NEW BASSTRONICS PRO-GUIDE

Basstronics' new Pro-Guide, a lure selector computer that teams up more than 70 years fishing knowledge of all-time angling greats Bill Dance and Roland Martin with state-of-the-art technology, offers bass anglers more than 750,000 lure selections at the touch of a finger.

Pro-Guide, a microprocessor computer three years in development by the Basstronics staff, contains more than six million possible variable combinations to aid bass anglers in the most productive lure selection for any given set of fishing conditions he might encounter.

Based on angler input in eight categories, Pro-Guide computes the knowledge Dance and Martin have provided, and then displays the correct lure selection on a digital LCD read-out at more than two million decisions per second. In addition to the correct lure, Pro-Guide also shows proper lure size, type of retrieve and color, such as metallic, light, medium or dark shades.

In the vent more than one lure type, color or size is suggested for the conditions, a light appears indicating there is an additional choice. The second selection is displayed by a touch of the sealed touch pad marked "enter."

The watertight Pro-Guide is equipped with a digital read-out surface temperature gauge with mounting bracket. When the temperature gauge is attached to the unit, surface temperature is entered automatically into the computer.

The eight questions asked by the solid state microprocessor which the fisherman supplies answers to include: season of the year, water depth, water temperature, time of day, structure, cover, water clarity, and wind conditions.

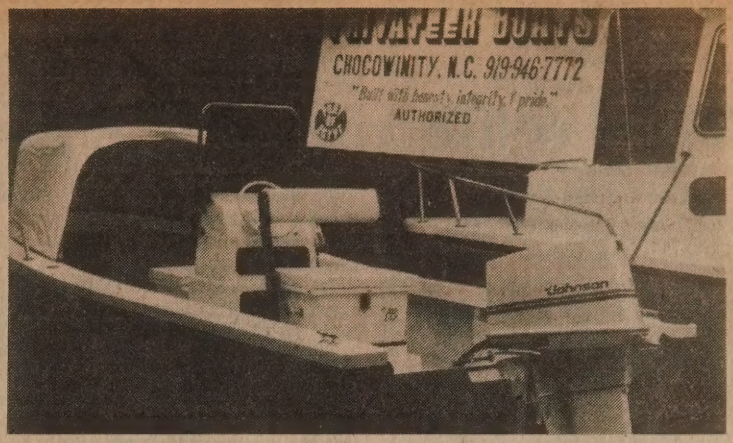
The answers supplied by the Pro-Guide for the angler to select from include:

1. **Season**—spring, summer, winter or fall.

2. **Water Depth**—1-4 ft., 5-8 ft., 9-12 ft., 13-18 ft., 19-25 ft., 26-35 ft., and over 36 ft. deep.

3. **Water Temperature**—entered automatically with surface temperature gauge. Unit can be programmed for any other specific temperature such as when fishing thermoclines.

4. **Time of Day**—early, midday



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clear, midday cloudy, and late.

5. Structure—points, major channel, main lake flats, mouth of cove, creek channel, cove flats, cove backwater.

6. Cover—standing timber, fallen timber, brush, rocks and rip rap, submerged grass, emerged grass, no cover.

7. Water Clarity—clear, stained, murky, muddy.

8. Wind Conditions—calm, light, moderate, strong.

In addition to the basic computations, the Pro-Guide can be "reprogrammed" in case the fisherman moves, and any of the conditions change. Pro-Guide also has an "examine" mode so that previously programmed answers to the questions can be retrieved and studied.

The totally sealed, weatherproof unit is powered by 12-volt AC/DC and a 110 converter is available so the unit can be used at home for figuring out lure questions.

Harold Scheer, president of the Oklahoma-based Basstronics, explained that the new Pro-Guide offers anglers the opportunity to call upon the angling advice of fishing greats Dance and Martin at the touch of a finger; the fishing knowledge of Bill Dance, the Arnold Palmer of fishdom, and six-time bass angler of the year Roland Martin. Knowledge gained from their annual averages or more than 300 days each on the water.

For additional information on the Basstronics Pro-Guide, contact Harold Scheer, Basstronics, P.O. Box 30636, Midwest City, OK 73132.

MEYERS LAUNCHES NEW YEAR WITH NEW LOOK

Meyers Industries, Michigan's only aluminum boat manufacturer, is launching the new year with all new selling features in their 1983 boat line. In the **Super Pro** series:

• The transom width has been increased by six inches, increasing stability and upgrading horsepower capacity.

• The hull is now painted to the splash rail, giving the boat a look of distinction.

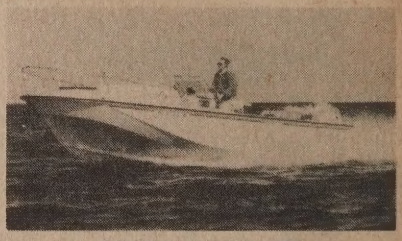
In the Super Pro, Pro and Laker series, exterior sponsons have been eliminated for a sleeker look. Providing flotation in their place are enlarged seats filled, underneath, with styrofoam. All Meyers boats comply with U.S. Coast Guard safety standards and are Boating Industry Association rated for passenger and load capacity.

Other features in the 14'/15'/16' Super Pro series, such as the V-bottom, deep hull and wide beam for superb maneuverability and stability remain the same.

Completing the new look for 1983 are tan painted interiors on all boats and a new decorative "Meyers" stripe flowing from stern to bow.

And, of course, all Meyers boats are made of corrosive resistant, marine aluminum alloy. Advantages of the aluminum product are that it is lightweight, energy efficient, rugged and easy to maintain. Most boats in the Meyers line are stretch formed; pulled over a die to shape port and starboard hull halves. This stretching process actually **increases** the strength of the aluminum. The hull halves and transom are then heliarc welded to form one continuous, leakproof seam.

For more information about Meyers Boats, contact: Dick Tochette, Sales Manager, Meyers Industries, P.O. Box 188, Tecumseh, MI 49286; (517) 423-2151.



BOSTON WHALER OUTRAGE CUDDY 22

Boston Whaler has added a shelter cabin to its 22-foot center console model, giving front line cover to anglers on offshore fishing raids. The new Outrage Cuddy 22 offers refuge from weather and a private head for those long days on the water. Back in the harbor, the cuddy keeps expensive fishing gear stowed securely.

Two teak louvered doors and a fiberglass hatch give easy access to the cabin and its Vee berths. The Port-a-Potti head, nicknamed a "Hide-a-Potti," stows out of sight beneath the cuddy step. A lexan hatch overhead admits plenty of fresh air and light, and opening ports in the bulkhead keep the cabin cross-ventilated. Foam-backed burlap at bunk level and teak doors, rails and trim give the cabin a warm finish.

The center console serves as the command post on the Outrage Cuddy 22. Opposite the compass, mounted on top for easy reference, there's plenty of space for a fish finder. A cambered panel positions the destroyer wheel and engine controls for comfortable stand-up operation. Instruments are recessed in a non-glare matte black surface. A sturdy stainless steel rail surrounding the thick plexiglass windscreen anchors optional outriggers. Teak doors access the fire extinguisher cabinet and lockable storage area below.

The optional Super Console increases storage space to 22 cubic feet, including a built-in tackle box, hanging locker and two swivel drawers. Six rods stow in an optional rack on the front of the console, and the padded leaning post, standard with either console, keeps four more within easy reach behind it.

The Outrage Cuddy 22 is available with three power options: outboard, Sea Drive and stern drive. A built-in 70 gallon fuel tank gives each one plenty of range for offshore fishing. The hull's fine entry at the bow cuts through waves and chop, and curved chines abaft redirect them back and

out, keeping the passengers dry even at high speeds. Outside sponsons make the 22 a stable platform for trolling. As with all the other Whalers, the Cuddy 22 has a rugged, unsinkable foam core hull backed by a 10-year warranty that stays with the boat no matter how it's used or how often it's sold.

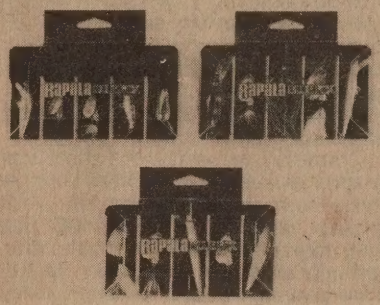
"CLICKER" JITTERBUG IMPROVES TOPWATER ACTION

The Fred Arbogast Company of Akron, Ohio, has announced the introduction of a new Jitterbug "Clicker" series designed to improve the already famous fish-catching qualities of this noted topwater bait. A design breakthrough permits the addition of the noise-making 'Clicker' without disturbing the balance and familiar "wobble and roll" action of the doubled-lobed bait known to so many bass fishermen.

According to company officials, the "Clicker" Jitterbug is a natural extension of accepted lure manufacturing technologies to a topwater series. Noise-making lures have been available for years and have proven their fish-attracting qualities in a variety of water and light situations.

"We have found the addition of the 'Clicker' effective in all fishing conditions," reports Arbogast's President, Dick Kotis. "During daylight conditions using clear, silver or light finishes, the attracting qualities are very evident, and the more customary evening and night conditions produce even better results with the addition of the 'Clicker'."

The new "Clicker" series Jitterbug is available in 1/4 oz., 3/8 oz., and 5/8 oz. models of the standard Jitterbug, and also in the 3/8 oz. and 5/8 oz. models of the Jointed Jitterbug series. All standard non-Clicker Jitterbug series will remain in the line.



WORLD-CLASS ANGLERS SELECT NORMARK'S THREE NEW "TROPHY" LURE KITS

Normark presents three new "Trophy" lure kits, hand-picked for their effectiveness by a team of world-class anglers headed by Roland Martin.

Packaged in sturdy, handsome plastic tackle boxes for years of rigid use, the three Normark "Trophy" kits contain only the finest terminal tackle: Lifelike Rapala Lures, Super Vibrax Spinner Baits which eliminate all line twist and, where appropriate, Blue Fox "Flippin' Fool" jigs and Flash Spoons.

The assortments are keyed to the three most popular groupings of freshwater game fish: bass, walleye, trout and panfish. Each kit contains five lures of the most effective size and color for the targeted species.

Normark "Trophy" lure kits make an ideal gift for the valued anglers: perfect for Father's Day, birthdays and that special purchase occasion. Pros and novices alike know that you can never have too many Rapalas and Blue Fox lures in your tackle box.

LOWRANCE HITS NEW BOTTOM WITH X-15 COMPUTER GRAPH

They call it the X-15.

As the name implies, it's new. However, it hasn't been a well-kept secret.

Several months ago, word leaked that Lowrance Electronics, Inc., of Tulsa, the world's largest maker of pleasure craft and sport fishing sonar equipment, would produce a revolutionary new recorder graph. The rumors were true. The X-15 is a reality. As the saying goes nowadays, it's on the fast track.

"Not since we pioneered sport fishing in 1957 has our industry offered a product of this magnitude," stated Darrell Lowrance, president and co-founder of the company, in

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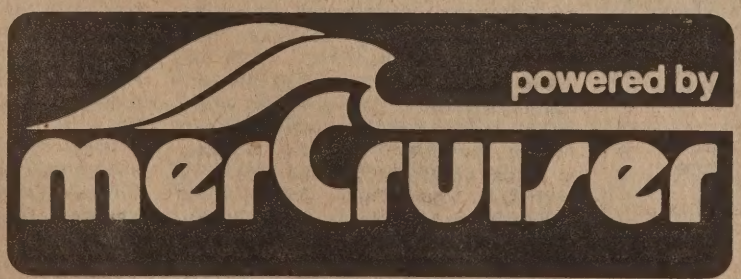

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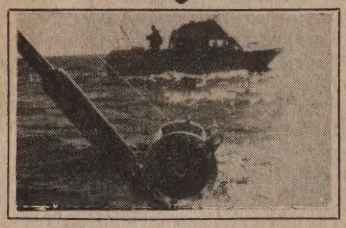
Boat Show Spectacular!

Trolling Rods



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20 LB. CLASS	$160.
30 LB. CLASS	$160.
50 LB. CLASS	$170.
80 LB. CLASS	$205.
130 LB. CLASS	$235.
130+ LB. CLASS	$240.

ALL RODS FEATURE

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confirming the X-15s production.

The new product, he disclosed, has been in the testing stage for more than two years.

"The X-15 has been made possible by combining Lowrance's advanced concepts in sonar systems design with space-age microprocessor technology," he added. "It offers boaters and fishermen features and performance unavailable on any other sonar device at any price."

A successor to Lowrance's famous 1510 graph recorder series, the X-15 contains a full computer, complex in design and construction, but simple to operate.

Its features are practically endless. Some boggle the mind.

Consider, for instance, that most graphs on the market today have no more than six depth ranges. (The present Lowrance LRG-1510C has only four.) The new X-15 will offer, through keyboard selection, 32,325. That's right—32,325 possible range selections!

For the bas angler who hugs the bank and spends most of his life casting shallow water, the ultimate scale is 0 to 10 feet. For the brave yachtsman who dares heavy seas and unexplored underwater canyons, the other end offers 0 to 2460 feet.

Most important, you can measure any combination in-between the two, in 10 foot increments!

Simply stated, the user selects and enters an upper limit and a lower limit on a backlighted keyboard such as 20 feet to 60 feet, or 40 feet to 50 feet, or 150 to 160 feet. The X-15 then records all signals received within the selected range and prints it on a four inch (100mm) paper.

The new unit also has the ability to produce a near-unlimited range of transmitted pulse widths (the duration of sound impulses transmitted by the unit through its transducer). The operator can select widths as little as 30 microseconds for maximum shallow water detail, or 2000 microseconds for deeper readings.

The shallow water selection will yield an amazing one-inch resolution, which means it will separate (and record) a fish one inch from the bottom (or two or more fish one inch apart) in lake, stream or ocean where used. (The previous best was six inches provided by the 1510 series).

If the operator does not choose to select a pulse length, the computer managing the X-15 system will determine one itself, depending upon the depth range selected.

With a memory system all its own, what else can the instrument do?

Many things, actually, a few of which include:

- Automatically selects the appropriate rate of paper feed, according to the range selected. (Operator can fine-tune manually, if he desires.)
- Prints its own grid lines and depth scales on the 4-inch paper, at the operator's command. (Also prints pulse width microsecond selections.)
- Records in feet, fathoms or meters, at operator's choice.
- Suppresses surface clutter.
- Discriminates between the true bottom and objects on the bottom such as fish, weeds, rocks and brush.
- Has a "touch-tone" to inform the operator when a keyboard entry has been accepted.

And, like other popular Lowrance units, the X-15 also offers high-speed operation (70 miles an hour and more); interchangeable transducers, gold-plated contacts, lighted display for night use, patented variable pulse length suppression system to eliminate false signals, and more.

It boasts an unbelievable 1600 watts of peak-to-peak transmit power (compared to 900 watts in the LRG-1510C which is currently the world's most popular graph), and more than 10 decibles of receiver gain (sensitivity) over older units.

The graph case is the same as the 1510 series—rugged, with baked enamel outside and stainless steel guts, and completely weatherproof. If it's soaked with rain or saltwater spray, just wash it off with a hose. It will take the poundings of the roughest seas, the toughest bass boats and the U.S. mails.

For more information, contact Lowrance Electronics, Inc., Dept. X-15, 12000 E. Skelly Drive, Tulsa, OK 74128.

NEW BROCHURE ON AMF HATTERAS' USE OF BALSA CORE IN YACHT HULLS

A new four-page case history on the selection and use by AMF Hatteras Yachts of Contourkore end-grain balsa as the core material for the composite construction of the hullsides of selected convertible models is now available from Baltek Corp., Northvale, NJ, the world's largest producer of balsa for marine and industrial applications.

Baltek Data File #137, titled "AMF Hatteras Chose Contourkore Balsa Core For Its 'Hi-Performance' Convertible Hulls," cites findings by Hatteras engineers that the increased hull stiffness provided by the composite construction of the hullsides enhances rough water performance of the 46, 50, 55 and 60 foot sport fishing models and produces a better boat for the owner.

After exhaustive engineering research and testing, Hatteras selected Baltek's Contourkore end-grain balsa to core the hull sides of the four convertible models. The objective was to achieve faster boat speeds, better fuel efficiency, stiffer hulls, and a quieter ride. This new type of construction has now been used in the popular Hatteras "Hi-Performance" boats for two years.

The brochure is illustrated with color photos of the four boat models plus black and white photos supplied by Hatteras of various steps in the lay-up of the balsa in the composite hull construction.

Single copies are available free of charge by writing for Baltek Data File

#137 to: Keith R. Walton, Director of Marine Products, Baltek Corporation, P.O. Box 195, Northvale, NJ 07647.

STANDARD CONTAINER INTRODUCES STRONGHOLD UTILITY BOX

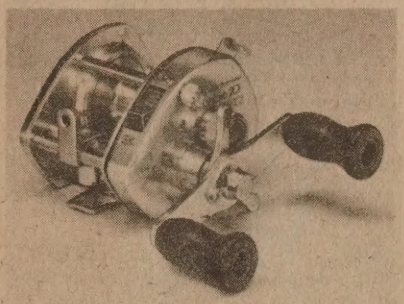
Standard Container Company recently introduced to the consumer market a heavy gauge steel container that will provide fishermen, hunters and other outdoorsmen with durable, watertight and portable storage. It is ideal for storing small tools and gear, especially items sensitive to air, water and light.

The Stronghold Utility Box storage container is constructed of bonderized steel and painted to withstand up to 80 continuous hours of saltwater exposure. All seams are welded and a rubber gasket on the wide-mouth lid creates a hermetic seal which provides absolute protection against water and air contaminants.

The container's tought, rust-resistant construction and watertight seal make it ideal for fishing equipment, binoculars, and small tools.

Its carrying handle makes its useful for people on the move in an outdoor or in a severe indoor environment. The removable, wide lid allows for easy loading. An optional padlock features makes the box childproof (padlock not included).

The Stronghold Utility Box is available in three sizes to accommodate every storage need: SMALL—11'' L x 3-13/16 W x 7¼'' D; MEDIUM—12'' L x 6-3/32'' W x 7½'' D; and LARGE—12'' Lx6-3/32'' W x 10-5/16'' D. All sizes can be ordered in Sportsman orange, forest green or sky blue. For further information on the Stronghold Utility Box storage container, write to: Standard Container Company, 16 Daniel Rd., Fairfield, NJ 07006 or Call (201) 227-5010.



SHIMANO'S BANTAM 201 SG

Shimano's Bantam 201 SG offers the first time baitcaster a unique opportunity to switch from spin fishing to baitcasting without drastic changes in casting and retrieving techniques.

With the handle on the left sideplate (already in a familiar position to spin fishermen), there is no need to switch the rod from one hand to the other between casting and retrieving as is required by most of the conventional baitcasting reels on the market today. The cast is made with the right hand—rod and reel remain in the right hand, while the left hand turns the handle for a controlled line retrieve.

There is no juggling of rod and reel from one hand to the other between casting and retrieving—resulting in loss of control. With the Bantam 201 SG you have continuous lure and line control from moment of cast through finish of retrieve: no lost movement, more control, more strikes!

When making the switch—do it right! Fish Shimano's Bantam 201 SG—the easiest baitcasting reel for the spin fisherman to adapt to! For more information, write: Shimano American Corp., 205 Jefferson Rd., Parsippany, NJ 07054.

B & L SPORT PRODUCTS' NEW 1983 CATALOG

B & L Sport Products of Clinton, Ohio, formerly A-M Sport, announces its new catalog of fishing rod cases and tackle storage containers is now available.

The new catalog, contains a complete listing of products now available. In addition to the increased number of sizes readily available from stock, it also includes two new items of special interest: the Piggyback Tackle Tubes and the Back Pack Series. The Piggyback Tackle Tube is intended to enhance the performance of our Zoom-Lok Rod Cases by providing a means of transporting a rod, reel and other small items of use to

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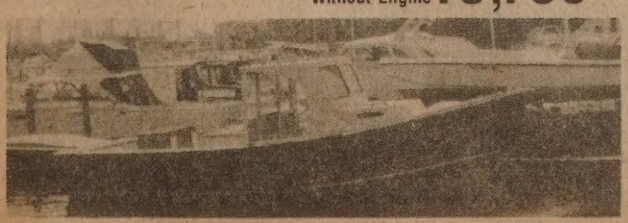
RUN. LIGHTS	$118.
4 ROD HOLDERS	$100.
SPRAY HOOD	$350.

$5685.00

ROOMY 28' CUDDY WITH V-BERTHS, PLENTY OF FREEBOARD & A SOFT ENTRY

BASIC BOAT	$7820.
CUDDY	$2508.
DROP CURTAIN	$350.
RUN. LIGHTS	$118.

9'x28' Without Engine $10,796.00



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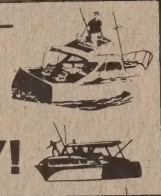

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the fisherman. Our new Back Pack Series is intended to provide a means of storage and transportation for a variety of items useful to the backpacker, cyclist, boater or recreational vehicle owner.

For a catalog or further information, contact B&L Sport Products, 2115 Center Road, Clinton, Ohio 44216; (216) 882-5362.

TWELVE FOR THE PRICE OF ONE!

This multi-purpose problem solver is a great tool for fishing, hunting, camping, car trips, home and office use. Great anywhere and everywhere. When you need that one tool you never seem to have, let the OUTDOORSMAN SCISSORS come to the rescue. Where else can you find 12 tools, including:

Knife	Pair of Scissors
Fish Scaler	Bottle Opener
Screwdriver	Can Opener
Wire Cutter	Magnet
Jar Wrench	Juice Can Punch
Wire Stripper	Nut Cracker

all rolled into one!

The cutting and working edge is stainless steel assuring strength and dependability. The handles are comfortable contoured plastic to provide a non-slip grip. These scissors are compact for easy storage in your tackle box or camping gear, but big enough to do a thousand man-sized jobs.

Berkley's 12-in-1 Scissors...the little problem solver you'll wonder how you ever did without.

For more information write: Berkley and Company, Inc., Trilene Drive, Spirit Lake, IA 51360; (712) 336-1520.

PENN YAN SUPER 260 FLYBRIDGE SPORTFISHERMAN

The popular Penn Yan 26' flybridge sportfisherman has been named the Super 260 for 1983 because of the many amenities that have been added as standard equipment according to an announcement by Joe Kelledy, president and chief executive officers of Penn Yan Yachts, Inc.

The Super 260 Sportfisherman is available with single or twin tunnel drive propulsion with either Diesel or gasoline engines. It's an exceptionally beamy design (10 ft.) offering spacious accommodations above decks and below. A large flybridge seats three with plenty of stand-up room for moving about. There is also another helm station in the main salon.

The clean, uncluttered 76 sq. ft. cockpit fishes four and everything required for all kinds of fishing along with many conveniences such as rod racks, courtesy lights, etc. The Super 260s interior accommodations include a large stateroom forward that sleeps two, a stand-up head with a vanity and an optional hot and cold water shower, a complete galley with a sink, stove, ice box (refrigerator optional) and a lot of counter space and stowage. In the main salon is a convertible dinette that seats four and sleeps two.

Penn Yan's patented Tunnel Drive propulsion further enhances efficiency. The deep-V hull is fully drafted yet only draws 17'' because there's no underwater hardware protruding below the keel line. Everything is neatly tucked into the thrust producing tunnels. This permits trolling the surf or fishing the shoals with minimum risk from grounding; not to mention wrapping monofilament around the prop and shaft and chewing up cutlass bearings.

For further information, contact Penn Yan Yachts, Inc., Penn Yan, N.Y. 14527, Tel: (315) 536-7411, TWX: 5105824534 (answer back) PYBOATS, PNYN.

COLEMAN CANOES FEATURE DURABLE RAM-X® MATERIAL

Since the introduction of Coleman's new line of canoes in 1977, people have been seeing and hearing about an amazing material called RAM-X®.

It is one of today's new generation of petrochemical materials that are being used in the manufacture of canoes. Unlike the others, RAM-X is more durable, lighter, less expensive and easier to form and shape.

Coleman extrudes RAM-X into sheets which are then heated and vacuum-formed over a mold into 13, 15 and 17 foot canoes, the square stern Scanoe® and the new Crawdad. When it comes off the mold, the material has a memory which it will retain indefinitely.

If RAM-X is dented in use, it will return to its original shape. The material is flexible, with superb impact resistance even at low temperatures. It also resists surface abrasion and will show only minimal surface marring after repeated use.

RAM-X doesn't ever need to be repainted because its Colorado Red or Coleman Green color permeates the material. It also has ultraviolet inhibitors, which means you can leave it sitting in the sun for extended periods of time without fear of it softening, cracking, fading or becoming brittle.

In the water, RAM-X becomes very resilient or slippery. Its flexibility allows Coleman canoes to slide over rocks or obstructions that other canoes would hang up on. It's also quiet, so there's no banging or clanging when running over gravel bars or if you bump the canoe with your paddle.

Another property of this material is that it won't conduct cold or heat. It's always comfortable to kneel in even on the hottest days. The smooth interior finish won't scrape or cut either.

After repeated use, some marring or scratching of the RAM-X material will occur, and this is natural. However, the canoe is molded so that the bottom is thicker than the sides. If the material should ever puncture or wear after a long period of service, Coleman offers a repair kit.

Because RAM-X is buoyant, it reduces the amount of additional flotation that is required to support

the canoe if it's swamped or overturned.

Using RAM-X, Coleman can produce a lightweight, durable canoe that requires little maintenance and one that any outdoorsman can afford.

For more information on RAM-X and the complete line of Coleman Marine® products, contact The Coleman Company, Inc., 250 N. St. Francis, Wichita, Kansas 67201.

NEW DE-FOGGER FROM TRAVACO LABS

A first-of-its-kind distortion-free De-Figger, with many unusual functions and quick intriguing results, has been developed by Travaco Labs, Inc., 345 Eastern Ave., Chelsea, Mass. 02150.

The product is known as DE-FOG. It eliminates condensation sweating on the interior of fiberglass boats.

De-Fog treated diving masks for all underwater applications are more comfortable to wear. The inside lens remains dry, fog-free, and most important—distortion-free.

De-Fog withstands excess humidity and temperature differentials. For ski-goggles, the distortion free, fog-free features improve sharp, lasting vision.

De-Fog for the road—reduces magnified oncoming glare; takes eye-strain out of night travel and evening rainstorms. De-Fog now makes safer night driving with clear, complete distortion free, fog free auto windshields, side and rear windows, including motorcycle face shields. Easy to use. Just spay and wipe De-Fog on INSIDE windshields.

By comparison: Conventional cleaner-defoggers leave invisible chemical films of distortion on lens and windshields that can cause blurred risky night driving. Car defrosters will help de-fog windshields, but will not reduce oncoming glare, nor eliminate distortion.

Optometrists, Surgeons and Eye Clinics say: "De-Fog" stands out like a giant among optical de-foggers.

Also keeps fog and mist from hindering the vision of boat fishermen and surfcasters who wear eyeglasses or sunglasses. No more having to strain to see through the "frosty windowpanes" as fog and mist build on the lenses.

De-Fog is available in 8 oz. plastic bottles with a sprayer. List price $5.98.

20/10 LIGHT REEL JOINS ZEBCO 2000 FAMILY IN '83

Zebco's new 20/10, a palm-sized light spin-cast reel that weighs in at only six ounces, is full of the fishing features that made big brother 20/20 one of the best-selling reels in Zebco history.

The new 20/10 starts up front with the patented positive pickup system that proved itself on the 20/20 and 20/30 with more than 50,000 line pickups without a single miss. Team this "never miss" pickup with the ultra-smooth Zebco Straight-Line® drag, and you have the perfect functional reel for the angler who thinks light is right.

The reel holds 100 yds. of 6# test mono or 125 yds. of 4#. The new 20/10 will be available as a reel in box or Clam-Pak, and in two special lightweight combinations with matching two piece rods.

For additional information on Zebco's 20/10 as well as the entire Zebco tackle line-up for 1983, contact Bing McClellan, Zebco Division Brunswick Corporation, Box 270, Tulsa, OK 74101.

LEW CHILDRE'S 1983 "WORLD OF FISHING"

This 30-page catalog includes descriptive information on all Speed Team Tackle. Featured are all new rods and Fuji component parts from the world's most innovative tackle company.

Send $1.00 for handling and postage to receive your copy. Lew Childre and Sons, 110 East Azalea Avenue, Foley, Alabama 36535.

BUCK INTRODUCES NEW FISH FILLET KNIFE

Buck Knives Inc. has introduced the "LakeMate," a new fish fillet knife which combines a high-quality blade with an innovative new handle material.

True to Buck's reputation for knives that hold an edge, the new LakeMate (Model 123) features a rust-resistant 6½ inch sweeping blade of Buck's traditionally high-carbon, high-chromium steel.

Fish cleaning is safe and easy with LakeMate's specially engineered handle, made of slip-resistant, textured Kraton (a registered trademark of Shell) with a tacky feel and complete with thong-hole. The slightly pliant and fully resilient material is shaped to fit the hand and washes clean with soap and water.

The LakeMate comes with a rich brown leather sheath that has an inner liner for added safety and long, dependable service.

For more information, contact: Buck Knives, Dept. FFP, P.O. Box 1267, El Cajon, CA 92022.

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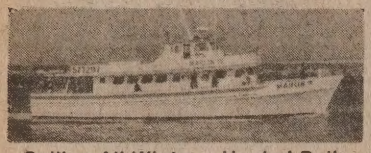

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East End Report

by Stu Miller

MONTAUK

Due to the snow and temperature conditions of this past week, Capt. Paul Forsberg's **Viking Fleet** could not sail this past week, but once weather settles down due to the fact that the codfish are no doubt still at Cartwright, the codding should be good again once the vessel is able to get out. Readers should keep in mind that the skipper will have his famous Viking Fleet exhibit at the World Fishing and Outdoor Expo at the Rockland Community College Field House at Suffern, New York. The dates of the show are March 2-6. Don't miss seeing his huge mounted white shark.

South Shore Report

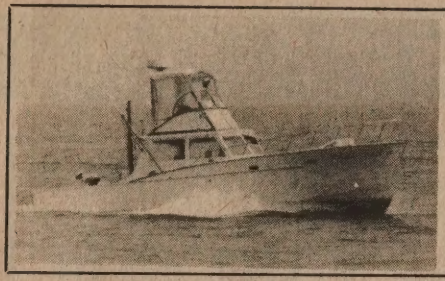
by Fred Golofaro

GREAT SOUTH BAY/ FIRE ISLAND INLET

The "Blizzard of '83" effectively shut down any winter fishery we had

Blues to 16¾ taken aboard the Magic Carpet outside of Shinnecock Inlet. Photo courtesy of Molnar's Landing in Hampton Bays.

MONTAUK POINT



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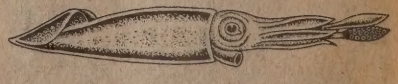

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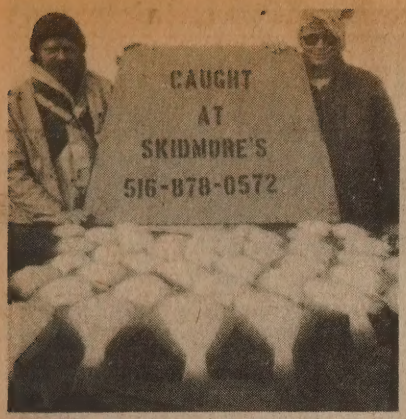
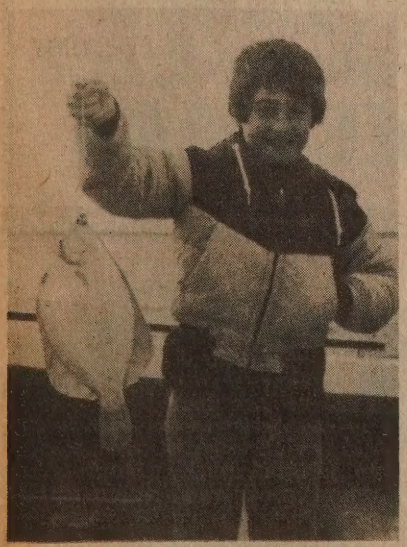


John DeVita and Rich Leath with a catch of 50 flounder taken from Moriches Bay back in November. Photo courtesy of Skidmore's Fishing Station.

going, for obvious reasons. But, prior to the storm, there were still good numbers of cod residing on south shore wrecks and over open bottom as well. Captree open boat skippers, who have already been on the cod run longer into the winter than any season in recent memory, have vowed to continue sailing right through into spring providing the weather and fish continue to cooperate.

Captain Charlie Kennedy, of the **Capt. Joseph II**, echoed these sentiments and said that they will sail any day enough people show up to warrant it.

The **Speedy Fleet** will keep at least one of their boats going through the winter as long as fares continue to turn out. Prior to the snowstorm, good action with cod averaging 4-8 lbs., along with a sprinkling of larger fish, continued in 80 to 100 feet of water south of the inlet. One trip made early in the week resulted in 90 cod for only eight fares.



Louis Cappiello decked this big flattie in Swift Creek aboard the family boat, Incognito, back in November. Subscriber photo.

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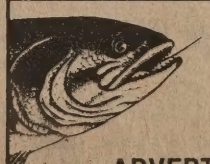

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Steve Kearney shows four of the 150 blacks taken during an October charter aboard the Point Lookout "Marie III."

For those who prefer to keep their winter fishing exploits more local in nature, John "Rod" DiGiacomo of **J&R Sport Center** in Oakdale knew that some nice trout were being picked out of Bubbles Falls and Rattlesnake Creek from among the many 6-8" fingerlings which should be carefully returned. Prior to last week, there were reports of some good white perch scores made further downriver on the Connetquot. John also reminded that fly rod enthusiasts should note the March 2 opening for Connetquot State Park which traditionally has opened on April 1st in years past. Reservations are currently being accepted by park personnel.

Western South Shore Report

by Stu Miller

WEST END BAYS & INLETS

We received a telephone call from Capt. Tony Presto of the charter boat **Mickey II** in which he asked us to let you know that he is now sailing from the Apache Dock which is just a little further south on Woodcleft Canal, Freeport's Nautical Mile. Tony says the boat has been renovated over the winter with more cabin space being added as well and he's now booking '83 dates.

Captain Bill Lindroth who has been

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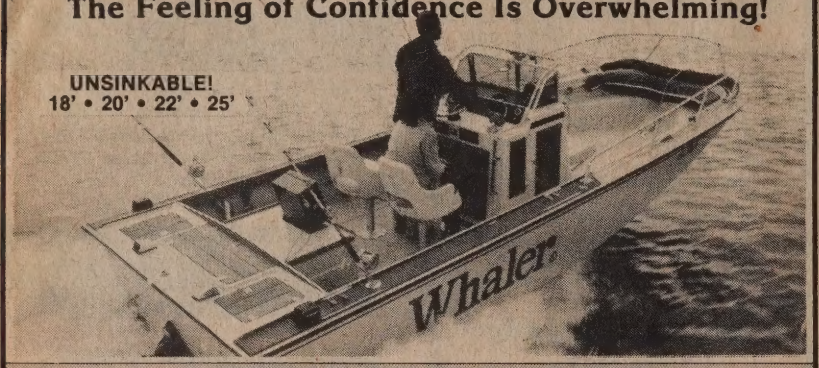

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John Hedden took this nice fluke, along with 20 others, off of the Rockaways on strips of fluke belly. Photo courtesy of Skippy's Tackle Shop in East Rockaway.

skippering the **Capt. Al** while his dad has been on vacation managed to get out Wednesday, Thursday and Sunday of this very frigid and snowy week with some hearty fares. Fishing wrecks, pieces and open bottom customers on Wednesday totaled 35 cod, over 20 on Thursday and five fares got 25 cod on Sunday. Fish ran from 5 lbs. up to 20 lbs., on bait.

Over in Oceanside, the **Oceanside Bay Marina** held its open house over the weekend, with hot coffee and danish to all snow bunnies. There are still some slips available, the marina advised and you are invited to look into their clean and neat facilities.

Steven Korman shows the 5¾ Norlunge he caught on a live shiner in Rockland State Park. The fish, a northern pike—muskellunge hybrid, was one of two caught in the park this fall. Subscriber photo.

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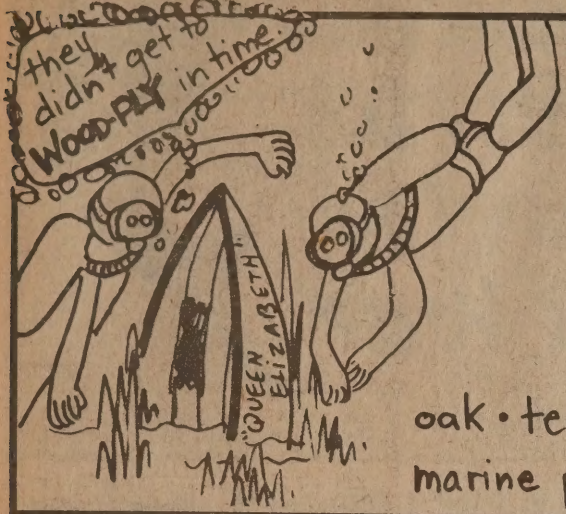

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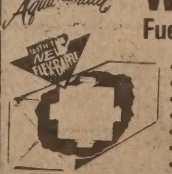

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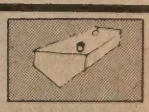
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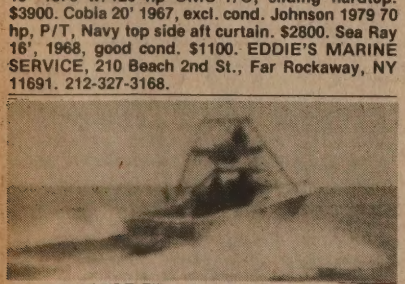

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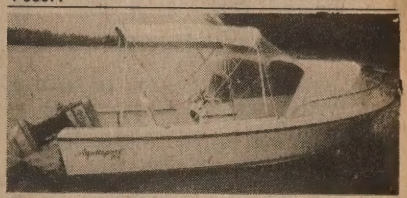

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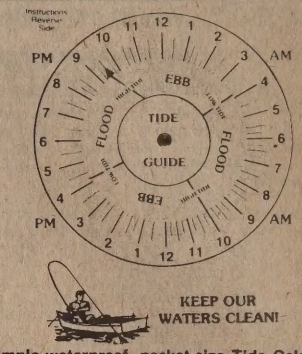

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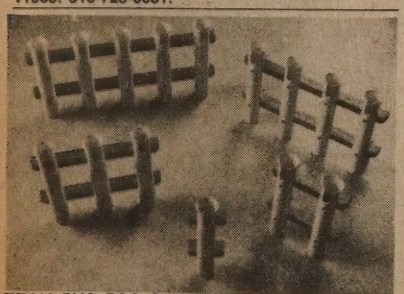
People who take to the water will surely take to these digitals, on the deck of a boat or below the waves. The new Model W-24, pictured, is water resistant to 50 meters/150' below the water. Features incl: stopwatch, hourly/half hourly time signals, daily alarm, countdown timer w/repeat, calendar, micro-light for night-viewing, 5-Yr. Lithium batt. Now only $22.95. Model W-300 watersport incls. all the features of the W-24 & is good to a depth of 100 meters, comes with a 7-Yr. Lithium batt. Now only $29.95. New Model TS-1000 watersport thermometer watch. Features incl. depth to 100 meters, thermometer with C°/F° scale, thermo-alarm, daily alarm, hourly time signal, stopwatch, world time, 12/24 hr. format, micro-light. Now only $39.95. Model LW601C Ladies 50 meter watersport, features incl. daily alarm, hourly time signal, countdown alarm, calendar. Now only $30.95. Model LW-5 50 meter ladies watersport, features hour, minute, month, date, seconds display. 7-Yr. Lithium batt. Now only $14.50. Add $2.50 UPS & hdl. for ea. watch ordered. All watches come with 1-Yr. warranty from Casio. Send check or M.O. to: INTER-AMERICA TRADING CORP., 16 W. 22nd St., Suite 200A, Dept. LF-2, New York, NY 10010

FISHING BUDDY SERVICE

Tired of fishing alone? Fishing getting too expensive? Send for free information. Box 121, Mastic Beach, NY 11951.

DISCOUNT MARINE SUPPLIES

Army/Navy surplus goods. Send for free catalog. COOPER'S GALLEY, Bay St., Sag Harbor, NY 11963. 516-725-0661.



TEAK PVC ROD RACKS. A great addition for your fishing machine. All components are top quality, featuring heavy duty 1/4-20 stainless steel fasteners. The PVC tubes are flared, notched & counter-sunk into heavy teak frames on 5" centers. Satisfaction guaranteed. 1 rod $5; 2-$9; 3-$14.50; 4-$18.50; 5-$22. Add $2 ea. for shipping. T&D MARINE, P.O. Box 161A, Green Village, NJ 07935.

ANGLING IDEAS, 96-p. soft cover book w/information on sharks, flounder, striped bass, Loran, tin boats, Banks cod, diamond jigging & wire line trollin. A great How-to, Where-to book for your library. $3.95 + $.75 ship & sales tax. Check or M.O. to: BARRETT & COLEMAN PUBLICATIONS, 339 Herbertsville Rd., Brick Town, NJ 08723. TFN

FISH IDENTIFICATION CHART—shows 85 salt & fresh water species native to our East Coast. Lithographed in beautiful, lifelike color on heavy, coated stock. Suitable for framing; size 36"x24". Send ck. or M.O. for $9.95 to: P. MILLER, 150 Babylon Tpke, Merrick, NY 11566.

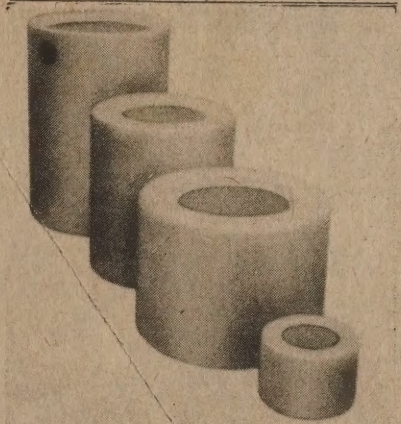
KNIVES:

Puma, Schrade, Victorinox, Explorer, & others. Customs, limited editions, commemoratives; Schrade Fillet $18.95; Victorinox Champion $29.95. Send CK, MO or $1.00 refundable for large list to: M. KALAND, 1775 Park Ave., Merrick, NY 11566.

ATTENTION: Flounder Fishermen—Killer flounder rigs. Hand tied. Proven fish catcher. 3/$2; 6/$3.75. D. HOLT, 78 Pine Rd., Mastic Beach, NY 11951.

FISHING TACKLE

ROD COMPONENTS—Tremendous inventory: blanks, seats, butts, grips, guides, tops, etc. All name brands. "Lowest possible prices." Free instructions. LON WANSER BAIT & TACKLE, 3818 Merrick Rd., Seaford, NY 11783. 516-785-1138. Open daily 9:30AM-5:30PM; open Sat. & Sun. only, during January.



LIVE BAIT WELLS, pumps & accessories. For free brochure send $.25 p/h. THE CADDY CO., 57 Bayonne Ave., Dept. E, Central Islip, New York 11722; 516-234-0144.

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FOR SALE: Crack reel. Excl. cond. First $125 takes it away. 516-223-6135.

As seen in The Fisherman. Linesider "Needlefish" plug, 1 oz. Colors: Olive-sand eel; solid black, silver back. $4.50 ea., 3/$12.75. NY res. add tax, plus 10% shipping/handling. TACKLE MASTERS, P.O. Box 952, Glen Cove, NY 11542.

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JEEP Cherokee 1977 auto, V8, AC, PS, PB, 4x4. New tires, AM/FM, class 3 trailer hitch, roof racks. Asking $3850. 516-781-6821.

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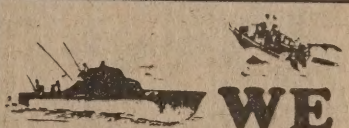

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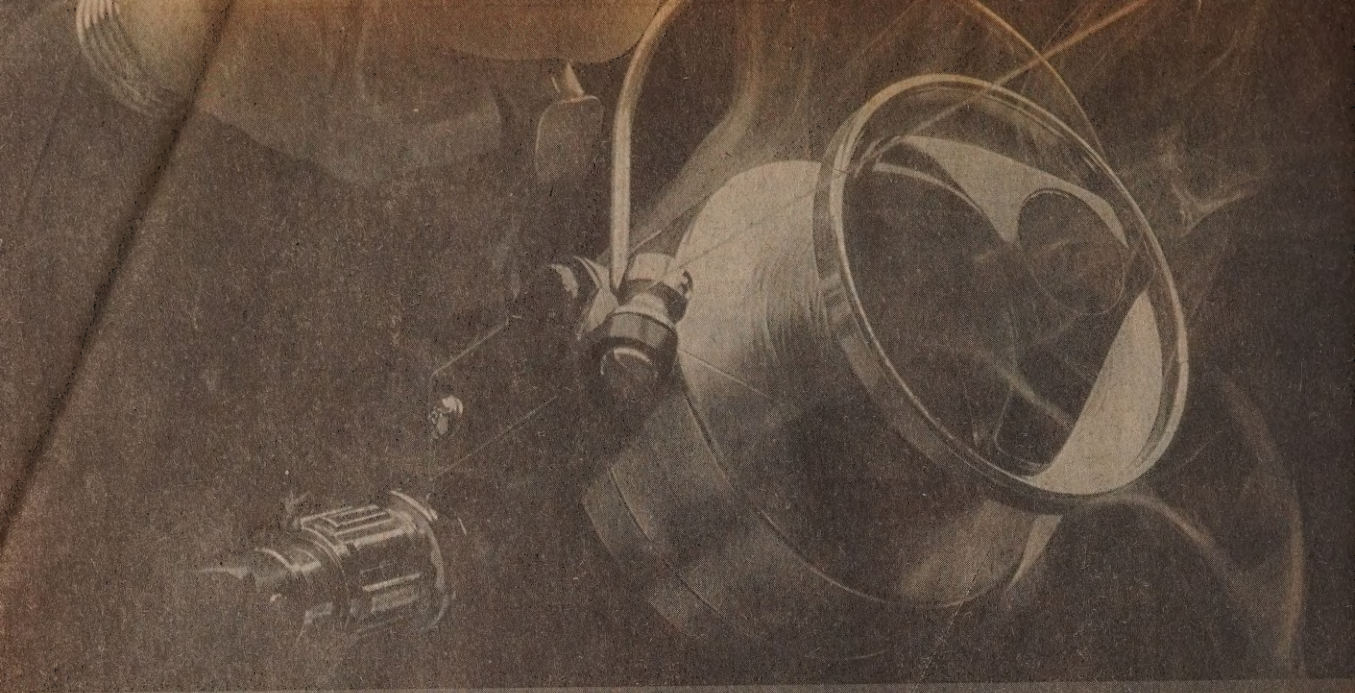

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When a big fish hits and runs, it can rattle the nerves of the best of fishermen. So it's good strategy to arm yourself with a reel that can't be intimidated.

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The drag system of a Sigma 2200 Series reel is battle-primed with three large nickel-plated steel washers, and three equally large oil-impregnated felt washers.

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